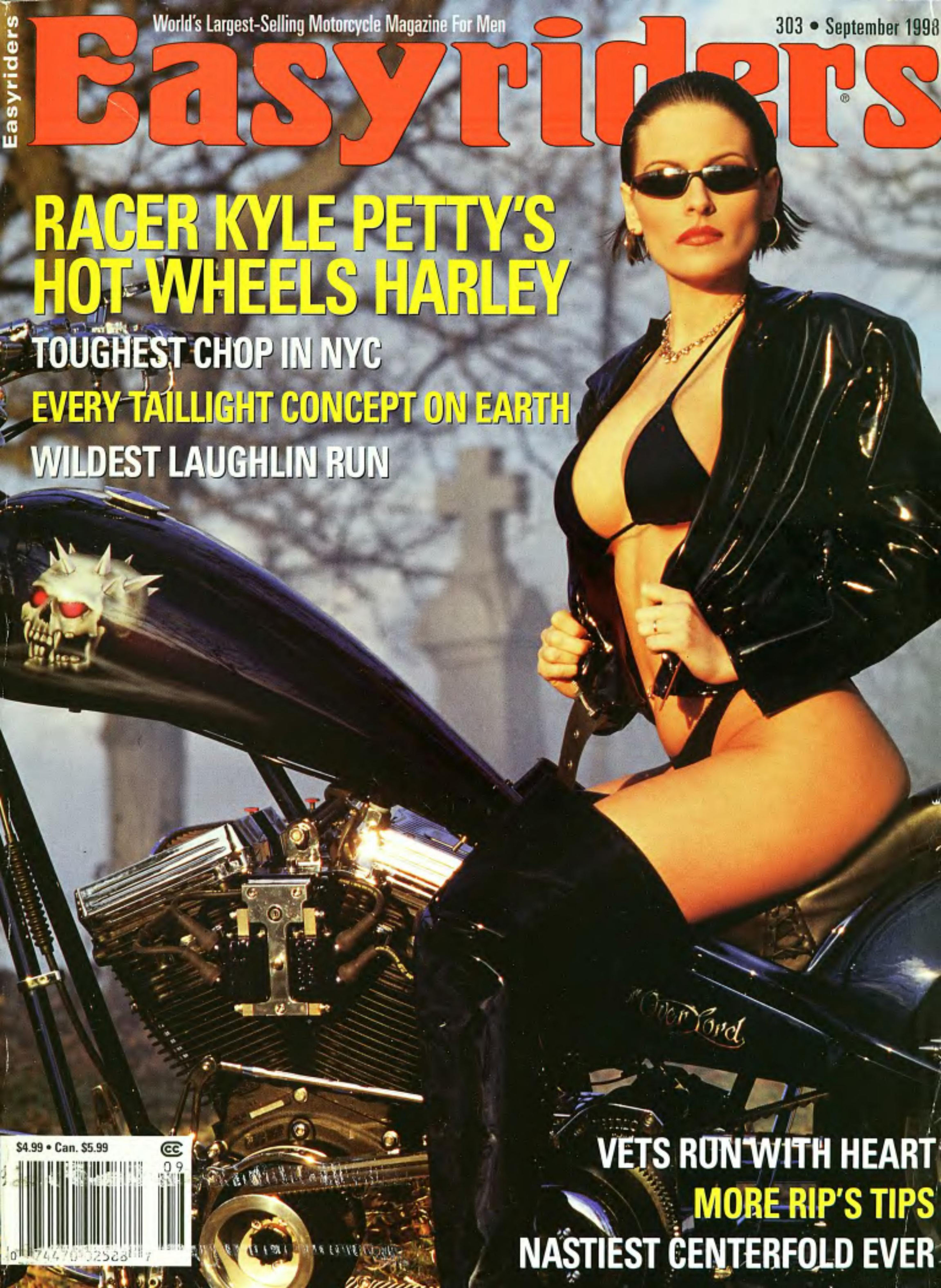
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World's Largest-Selling Motorcycle Magazine For Men
303 • September 1998
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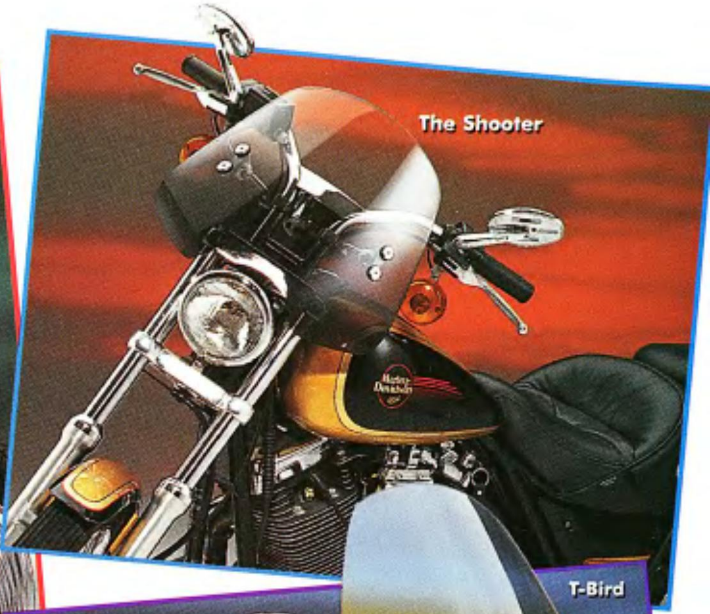

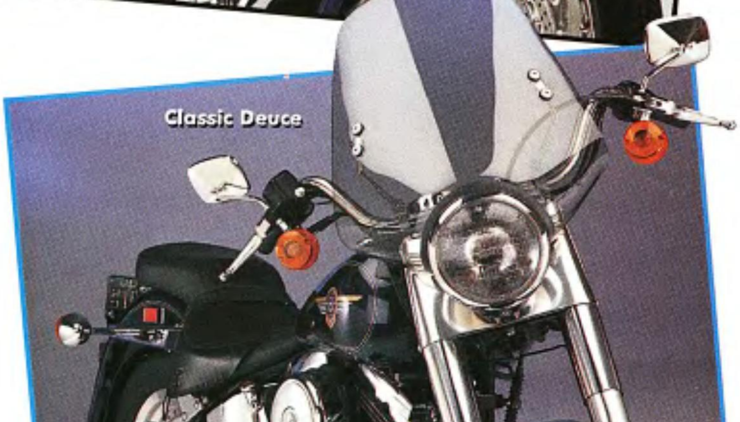

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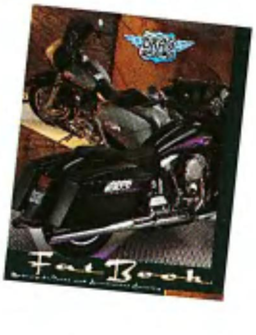

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TakingItEasy

From The "Useful Info Dept.": Here's something we found in a Soviet infantry manual, issued in the 1930s: "Do not touch anything unnecessarily. **Beware of pretty girls in dance halls** and parks who may be spies, as well as bicycles, revolvers, uniforms, arms, dead horses, and men lying on roads—they are not there accidentally." (Maybe you're wondering how we happened to be reading such an old Soviet infantry manual? Or even *any* Soviet infantry manual? Hell, you think it's easy findin' this stuff?)

This guy was running from the police when he spotted a good tall tree to climb. He figured he could camouflage himself amongst the leaves at the top. So up he went. He could see the police down below from his high perch and was **feeling mighty pleased** with his clever idea, when a friend decided to give him a phone call—on his cellular phone that was in his pocket. So the phone rang, and the police looked up to see where the sound was coming from. Well, you know the rest.

This is an actual patent specification: "A force-sensitive sound-playing condom comprising: a condom body (10) having a distal end and a proximal end, and a miniature force-sensitive sound-playing unit (14) attached to the condom at its proximal end. The proximal end of the condom is made in the form of a semi rigid rim (12) having a lower part with an opening (16) coinciding with the cavity of the condom, and an upper part extending radically upwardly from the body of the condom and supporting the sound-playing unit (14). The latter contains a chip-controlled piezoelectric sound transducer which **plays a melody** or voiced message, when during intercourse the contracts (28 and 30) of the sound-playing unit (14) are closed and the transducer is activated." (Yeah, but can ya get one that plays *Born To Be Wild*?)

Weird lawsuit stories just won't go away. A heart surgeon sued Wal-Mart for injuries he suffered in a store parking lot. He tripped over a trailer hitch while walking to his car, hurting his spine so badly that he now suffers trembling hands, **ending his career**. Wal-Mart pointed out, unsuccessfully, that the trailer itself was 18 feet long and 6 feet high and contained a large commercial barbecue grill and that a person so unobservant as not to notice that must surely be facing a waning career as a surgeon. (Let's hear it for Wal-Mart.)

A legendary Liberian was roaming around in a suit and tie, preaching for his ministry. However, for the previous several years, he was the country's most famous, fearless, and vicious warrior, widely known because he and the battalion he headed **waged war in the nude**, which gave him the nickname General Butt Naked. He said his transformation happened one day when he was standing nude on the front lines waiting to kill some people and God told him to stop. (But he said that putting on clothes was his own idea.)

A researcher in Ghana explained to a family planning conference in China why he interviewed spiritual mediums in addition to other tribespeople in his country: "If I only heard from the living, I wouldn't get a very good balance. This study has been the first to be conducted for **respondents who are deceased**." Sheesh!

A kidnapping-robbery conviction was upheld, which rejected the crook's claim that witness identification of him should have been suppressed at his trial. At the time of arrest, he had **proclaimed his innocence** but resisted being returned to the scene of the crime so witnesses could see him. He said to the police officer, "How can they identify me? I had a mask on." Ouch!

A Department of Public Aid sent **a letter to someone** that read: "Beginning in February 1976 your assistance benefits will be discontinued ... Reason: it has been reported to our office that you have expired on January 1, 1976."

From Our Leg-wettin' Fact Dept:" Couch potatoes apparently burn less calories than people doing nothing at all. According to a scientific magazine, television addicts enter **a unique metabolic state.** Temperature, pulse rate, and muscle tension go down so much that focused couch potatoes burn 13% fewer calories than if they were simply staring into space.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 303 • SEPTEMBER 1998

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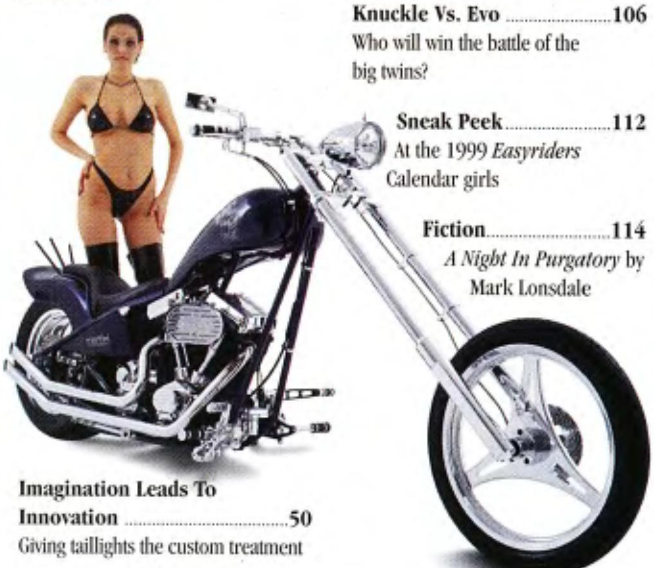

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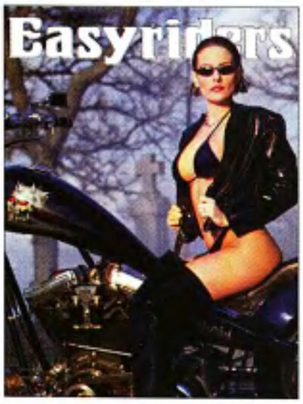

Photo of Hollie on Gator Gustave's 1997 Hardtail Chopper by Chuck Emery Special effects imaging by David Shiigi.

The next liver-quiverin' issue goes on sale August 27, 1998. **Printed in the USA.**

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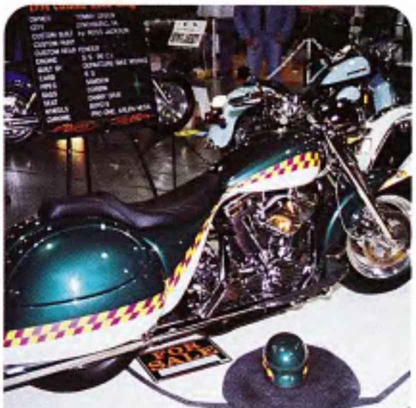
WordMonger

Setting The Record Straight

Looking through the June '98 issue, I saw a pic of one of my custom bikes. It's in the *Charlotte '98* article on page 156. However, the caption underneath the photo read, "Tommy Green's custom cruiser by Departure Bike Works." There may have been some confusion because the sign near the bike was partially covered in the photo. What the sign actually said was: "*Engine* built by Departure Bike Works." The photo caption *should* have read, "Tommy Green's custom cruiser by Ross Jackson."

It would be great if you could run the photo again with the correction. I do build custom bikes and, as you know, your magazine is seen by many, so I would much appreciate the credit. Thanks for setting the record straight.

Ross Jackson, B&R Custom Cycles
Salem, Virginia



No prob, Ross. Here ya go.

Invisible Oil Lines?

Concerning Larry Page's '90s Pan (May '98 issue), Bandit states, "Donnie uses clean, flexible Goodrich oil lines that have a slim 5/16-inch OD, and a required 3/8-inch ID for proper flow." Since 5/16-inch is 1/16 less than 3/8, the wall thickness of these oil lines would be a negative 1/32-inch, rendering these lines virtually invisible! Way to go, Larry. Or should I say, way to fuck up, Bandit. I like beer, too.

Bull Dog
St. Petersburg, Florida

Hey, Bandit only drinks Jack Daniel's, goddammit!

Wants A Break

I have a bitch to air. I rode a '64 Pan years back. When I needed a part, it was reasonable. Hell, with used parts, all ya had to do was give your bro a 12-pack, and maybe a couple of bucks along with it. Now it's both fucking arms and legs. Everyone seems to be building $30,000-or-more bikes, and a lot of us can't do that. So I have to build from the ground up and am picking up little pieces here and there.

Can you point me to the people who care about down-and-out riders? Someone who might have parts stuck somewhere just gathering dust? Right now I'm putting together a '66 FL Electra Glide. Thanks.

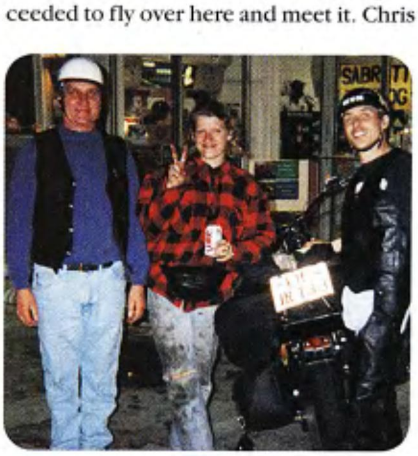
R.D. Walters
P.O. Box 938
Nixa, MO 65714
(417) 724-0493

How 'bout it? Any of you want a 12-pack? I'm up to my 'nads in arms and legs.

She's A True Biker

I recently attended Bike Week '98 with my father, Dennis, and my bro, Marv. Like everyone else, we left with lots of stories, but this one really caught me.

After spending the day downtown, we were cruisin' back to our tent space in Port Orange when we stopped at a 7-Eleven for some cigars. As I was backin' my scoot out of the slot, I noticed a Hog with European plates and a woman standing next to it downing a Diet Coke. Being naturally curious, I asked her where they were from. In broken English, she told me that she was from Germany. After some pizza and several pitchers of brew, I learned that she shipped her scoot from Germany by boat and proceeded to fly over here and meet it. Chris



is only 24 years old, touring the good ol' USA for two months and doing it completely on her own!

In the picture are Dennis, Chris, and myself. So to Chris and all of the Dark Dream Germans (bike club), *probst!* The love of the iron horse, the USA, and the meaning of Harley-Davidson grows deep and is evident all over the world.

Shit-pretzel
Newport News, Virginia

This girl talked to you with a name like Shit-pretzel?

Foster Grant Info

Hey, tell Motocross from Roanoke, Virginia, (Mar. '98 issue) that J&P out of Anamosa, Iowa, carries the Foster Grant sunglasses I believe he's in search of.

Just want to say you guys put out a great rag. Stay low and stay alive.

Diarrhea John
Moffett Field, California

A Butter-up And A Bitch

I'd like to tell ya how pleased I am with the folks at Paisano on the fast response in getting me my mysteriously missing December issue. I received it within two days. In particular, this gal on the phone had one of the sexiest voices I've heard in a long time (take it easy, Julie, I've no intentions of straying). Although I didn't get her name, pat her on the fanny and tell her thanks. If you can't find her, pat 'em all on the fanny and do what comes natural.

Now that I've buttered you up a bit, here's my bitch. I'm but a common man who makes lower than common money. I pay my taxes, have served my country faithfully in the U.S. Navy for the past 13 years, and have been just as faithful to *Easyriders* magazine—you folks make long days at sea tolerable. I now own a '68 XL, rigid frame (not your average Sportster), recently purchased for $3,000.

Yes, it runs but is in need of a generator and neck bearings. Calling a local (authorized) Harley-Davidson dealer in Texas, they quoted me prices of $24 for each bearing, $192 for the generator, and $110 for the regular conversion kit. High? You're damn right it's high! Well, thanks to Bearings Inc./King Bearing Division, I got 'em for nine bucks each. As for the generator, a local (authorized) Harley-Davidson dealer in Florida had the generator for $150, not to mention one with the regular conversion kit (assembled) for $220. So you guessed it, I bought it.

Just what the hell is going on? I'm no doctor, lawyer, rich dick with money to throw around on over-priced bullshit. I don't put lime in my beer because Skippy and Biff do. We poor saps who just want to ride, party, and have a damned good time can't afford to buy a Lucky's Light after dealing with money-sucking authorized dealers. When is it gonna stop? Remember, it's people like us who've kept Harley alive—not the doctors, lawyers, and rich dicks.

Anyway, it's off my chest, but my pocket is empty. One more favor, could you please print this picture of my compadres Dave and Holly Mullen on "Ruby" as a wedding gift? They deserve it. Thanks for listening and keep up the fine work.

BMC (SW) L.X.N.
Ingleside, Texas

Happy weddin', Dave and Holly.

Deserving of Respect

Regarding the "Undaunted MC" featured in the January '98 issue, I feel that each of the 13 patchholder ladies deserves the utmost respect. They definitely have reality in check and deserve not only my support and respect, but that of any other who knows the spirit of a motorcycle club and the dedication to it.

With that said, I would like to give the Undaunted MC a big two thumbs-up. I hope your motorcycle club grows to be as big and as well known as some of the best in the world.

S.B.
Corcoran, California

Cheesy Riders

We are riders from Wisconsin who love Harleys and cheese. Our colors are light yellow and vibrant green. Our banner is a slice of cheddar with wings on each side. Any complaints please contact us.

Carl Ottoman
Blue Mounds, Wisconsin

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CAMEL

RON SIMMS LIGHTS UP WITH A SAVAGE SOFTAIL

FIRE-SPITTIN' CAMEL

Camels are often called the ships of the desert for their ability to make it across scorching wastelands without overheating and dying. Ron Simms' latest asphalt-melting Softail was made for R.J. Reynolds to promote Camel cigarettes and recently proved that it is a true two-wheeled camel by surviving the trek across the desert for the Laughlin River Run. Thousands of riders stopped by the shimmering oasis known as the Camel Roadhouse to ogle this miraculous mirage decked out in wild yellow and purple paint by the legendary Horst.

Mention camels and most folks think of an ornery beast that spits and makes a lot of noise. The Simms Camel bike may spit fire through its Pro Street Thunderheaders and sound off with a throaty rumble, but it's anything but ornery. In fact, this seductive Simms Softail is downright smooth. This is the second Camel bike built by Bay Area Custom Cycles. Last year the executives from R.J. Reynolds showed up at the Simms shop with exacting specifications, including precise colors and designs for paint and graphics. →

Camel girl and Camel bike. No jokes about humps, please.

"They knew exactly what they wanted," says Hunter Simms. Well, the folks at Reynolds were so blown away by the finished Camel bike that they came running back to BACC this year, trusting Ron and his crew completely. "We had complete creative control this time," Hunter says.

Ron Simms has built more kick-ass customs in his career than Carter has little pills. And most of those bikes share a common bond: They are low, lean, mean, and bad-to-the-bone. This two-hump Camel is no exception. A sterling S&S 89-cubic-inch motor was assembled by Mark Rosenthal, fitted in a Simms/Paughco frame, and then adorned with the full stable of custom Simms parts. Reynolds provided the graphics of their Camel girl for the tank and fenders, and then Horst got down with the House of Kolor yellow and purple to match the infamous Camel racing series paint scheme.

The end result is a savage Softail that any biker would walk a mile for. "It's always great when a customer trusts us completely and gives us free rein on a project

"WE HAD COMPLETE CREATIVE CONTROL THIS TIME."

like this," Hunter says. "It speaks well of our ability to deliver a top-of-the-line product and we're looking forward to working with the folks at Camel again."

Make sure to check out this smokin' ride at the Camel Roadhouse, featuring custom bikes, biker art exhibits, live bands, and more, at biker events around the country including the Sturgis Rally & Races, the Four Corners Rally in Ignacio, Colorado, Street Vibrations in Reno, and Biketoberfest in Daytona.

—Phantom

BUILT BY Ron Simms

Owner: ....................R.J. Reynolds
City: ....Salem, South Carolina

General

Fabrication:....................Rons Simms' Bay Area Custom Cycles (BACC)
Year/make: ....1998 BACC
Model: ....Softail
Assembly: ....BACC
Chroming: ....Valley Plating

Engine

Year/model: ....1998 Evo
Rebuilder: ....Mark Rosenthal
Ignition: ....Dyna
Displacement: ....89 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....STD
Cam: ....Leineweber
Carb: ....S&S
Pipes: ....Pro Street Thunderheader
Modifications: ....balancing by S&S, Simms air cleaner

Transmission

Year: 1998
Modifications: ....Jack/BACC

Paint

Molding: ....Horst
Painter: ....Horst
Color/type: .... yellow and purple/ House of Kolor
Special paint: ....graphics by Horst

Frame

Year: 1998
Type: ....Softail
Builder: ....Simms/Paughco
Modifications: ....39-degree rake, 2-inch stretch

Accessories

Bars: ....Simms
Handlebar controls: ....Performance Machine/Simms
Fenders: ....steel, fabricated by Simms
Headlight: ....Headwinds
Taillight: ....BACC
Pegs: ....Performance Machine
Foots controls: ....Performance Machine
Gas tank: ....widened and stretched by Simms
Oil tank: ....BACC
Seat: ....Simms/Corbin
Mirrors: ....BACC
Grips: ....BACC

Forks

Type: ....Storz/Ceriani
Builder: ....Simms
Modifications: ....BACC triple trees

Wheels

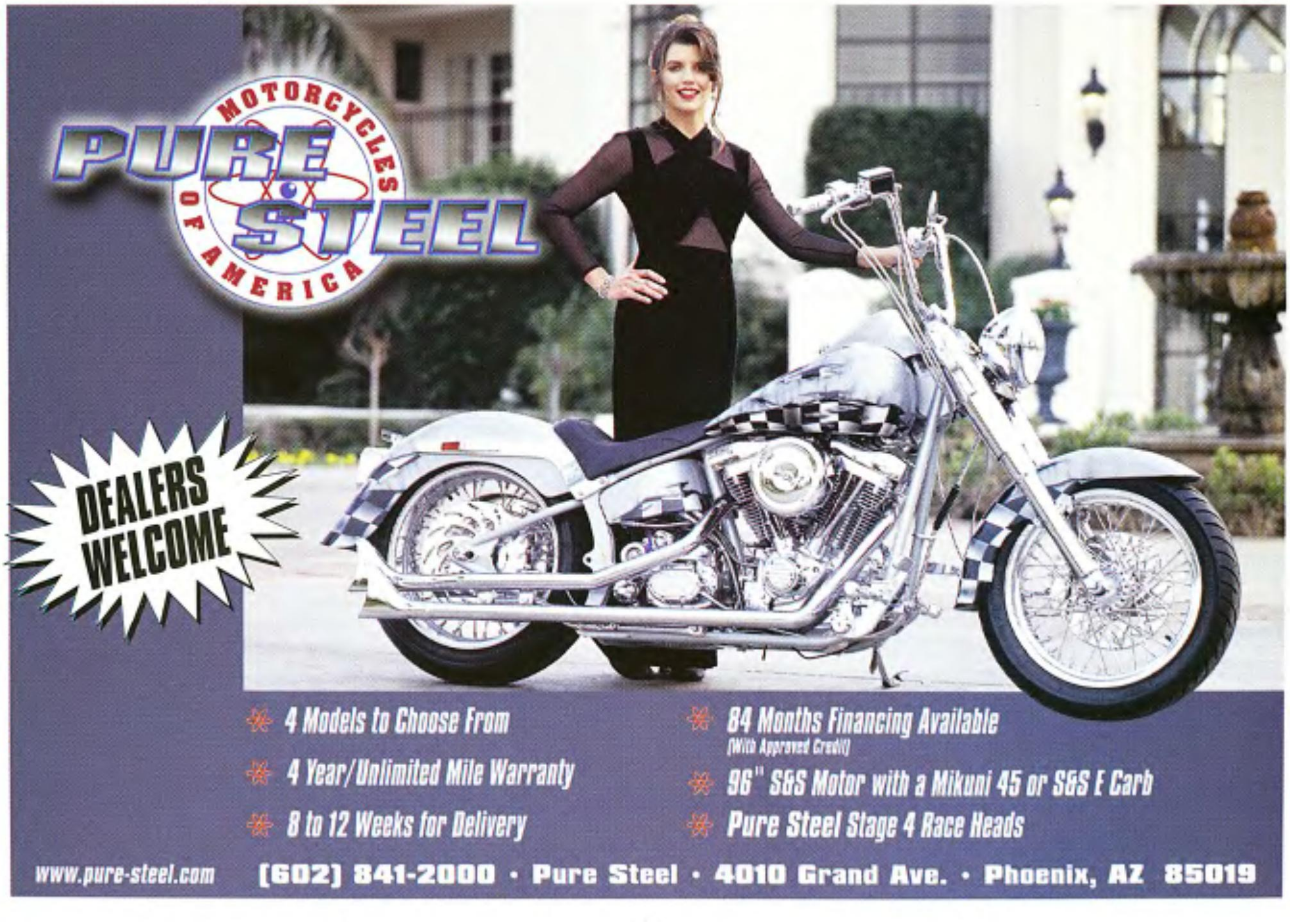
Front

Type: ....Performance Machine
Size: 18-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Rear

Type: ....Performance Machine
Size: 18-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Photos: ....Alan Calhoun of R.J.Reynolds/Markus Cuff



PartsBox

Go For The Big Guns

Ahh, listen to that throaty rumble! If you like to go BIG, you'll dig these 2 1/4-inch Ground Pounders from Samson Motorcycle Products. Made from the finest show-quality duplex nickel chrome, the Big Gun line includes eight great styles of exhaust systems for Dyna and Softail models. Available through Samson at (800) 373-4217.

H-D Lite Is Less Filling

Get into a cool tool kit for less than ever before with CruzTOOLS' H-D Lite kit. Contains mechanic-grade wrenches, hex keys, Torx keys, and a six-into-one screwdriver. Also includes such emergency goodies as electrical tape, cable ties, mechanics wire, and more, all in a 5- x 8-inch zippered pouch. The entire kit weighs less than 2 pounds. Call CruzTOOLS at (408) 439-8340.

Ness-essary Cam Covers

Now this is *smooth*, baby! Designed for all Big Twin models from 1973 and up, these Ness-Tech oval cam covers accept all performance ignitions including Crane, Dyna, and RevTech, as well as stock. The covers come in three ultimately elegant styles and include cam and pinion bushings, James gasket and seal, and all Ness-essary installation hardware. Call (510) 276-3395.

Murga Madness!

Tony Murga of San Juan Capistrano, Calif., makes the hottest boots around; just ask anyone who owns a pair. Each boot is handcrafted from the finest materials and exotic skins from stingray to ostrich. Murga can create special graphics so that you can arrive in style and make the ultimate statement. Call Tony at (714) 443-1387.

The Fatbook Is Back

Yeah, and it's fatter than ever! You'll find everything you could ever possibly need to build a bike from the ground up in Drag Specialties' 800-page, '98 Fatbook. Check out all the aftermarket parts by such top bike builders as Don Hotop, Mike Corbin, Terry Vance, and more. Contact your nearest Drag Specialties dealer. This book also doubles as an attractive high chair for your rug rat. Get one today!

Thundering Stop

You might as well be able to stop and look good doing it. These V Thunder four-piston brake caliper kits by COMP are made from super-strength 6060T6 billet aluminum. The kits come complete with brake pads and shims for easy bolt-on installation. Available for most Harley models, these pups are offered polished or with show chrome finish. Give 'em a call at (800) 967-1066.

That Old Time Rock 'n' Roll

And now from our shameless self-promotion department: Your hard-rockin' friends at *Easyriders* present Volume Four in the *Easyriders* Biker Music CD series! Actually, this blast from the past features 14 kick-ass hits by the original artists and such throttle-twistin' tunes as *Born to be Wild*, *Smoke on the Water*, and *Can't Get Enough*. Available at your friendly neighborhood *Easyriders* Store and major record retailers everywhere.

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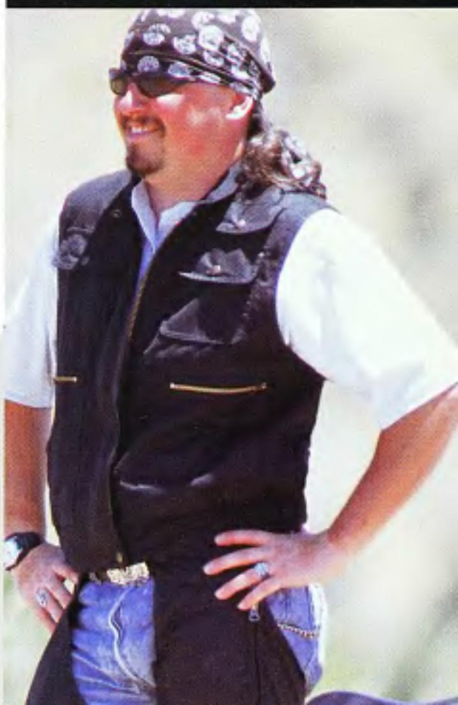

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CODE A0V303

Behold the chopper—it is form and function, pure unfettered brawn, yet torrid and sexual. This raped ape with tack and bridle is surely the bastard creation of an unholy professor.

Indian Larry is a true American icon, a daily reminder that →

pay attention!

This Is How It's Done In NYC

freedom of speech is powerful, but talk is cheap. Statement in art is stronger; if a picture is worth a thousand words, then this living sculpture screams of passionate rebellion.

The image of the chopper has always

been synonymous with the American outlaw. It is organized chaos, the mighty warhorse of the lunatic fringe. This refusal to accept the story at face value is what possesses a man to take a perfectly good, running motorcycle and bastardize

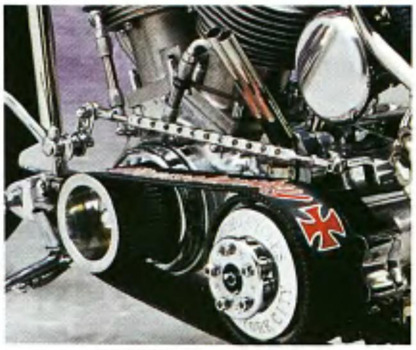
it, release the beast, peel away the nonsense. Just because it comes from the factory with an extra 200 pounds of ugly dead weight strapped to its back doesn't mean it has to stay. Strip 'em and stroke 'em is our creed, and a true chopper can only be as flamboyant and manic as its creator. →

... the finest hard-core chopper ever created:

grease monkey.

Feast your eyes on what may be the finest hard-core chopper ever created: "Grease Monkey." The name is ironic because there is not a speck of grease or oil anywhere to be seen. Only a master gearhead could take a bike to such a level of minimalist perfection. The frame is a masterpiece, hand-built to perfect geometry, then metal-molded and dipped in nickel. No part escaped Larry's attention. It sports hand-laced wheels with triple bearing hubs and titanium axles; polished stainless steel fender supports double as a brake caliper carrier. The motor is the best of the best, balanced and finely tuned. All metal surfaces are polished and blended. The handmade pipes and finless barrels are treated with a heat-extracting finish. Close examination reveals aircraft plumbing and the near absence of wiring. No battery, no key, no need. Belt to drive line, foot clutch and suicide shift. There is no waste and no excess. And at just 400 pounds with 100 horses, the power-to-weight ratio is perfect.

This chopper thing is all about sex—bold, unapologetic, confident men challenging the sniveling pack, flaunting their raw power while displaying their



brilliant plumage. No room for pretenders; only the strong shall endure and retain the right to mate. A chopper is an aphrodisiac. Motorcycles are OK, but a balls-to-the-walls chopper is the ultimate in foreplay. No store-bought custom can ever buy you the shit-eating smirk that is ever present on the face of a guy who builds and rides his own chopper. New York City's Bayonet Brothers represent the last of the tribe, and Indian Larry is the Medicine Man.

Hard-core choppers forever.

—English Don

Owner: Indian Larry
City: New York, New York

General

Fabrication: Indian Larry
Year/make: 1956 H-D
Model: Panhead
Assembly: Indian Larry
Chroming: C&J Plating

Engine

Year/model: many/Panhead
Rebuilder: Indian Larry
Ignition: magneto
Displacement: 1500cc
Lower end: Indian Larry
Pistons: TRW
Cases: Super Glide
Heads: STD
Cam: Andrews
Carb(s): S&S Super B
Pipes: Indian Larry
Modifications: copper flywheels balancing by Indian Larry, JIMS lifters, stainless steel air cleaner

Transmission

Year: 1979
Shifting: suicide
Modifications: Primo engine sprocket, Phil Ross trans sprocket, Karata wheel sprocket

Paint

Molding: steel/Indian Larry
Painter: Cassato Airbrush
Color/type: red metal flake/pearl white
Special paint: goldleaf

Frame

Year/builder: 1998/Indian Larry
Type: rigid
Modifications: nickel-plated, 30-degree rake

Accessories

Bars: Triumph
Risers: bronze dogbones
Handlebar controls: none
Fender(s): 6-inch flat
Headlight: Bates
Taillight: small
Pegs: custom
Foot controls: Indian Larry
Electrics: few
Gas tank: Mustang 4-gallon
Oil tank: spun oil can
Oil system: Indian Larry
Seat: Paul Cox
Mirrors: never
Grips: Paul Cox

Forks

Type/builder: hydraulic/Ceriani
Modifications: polished

Wheels

Front

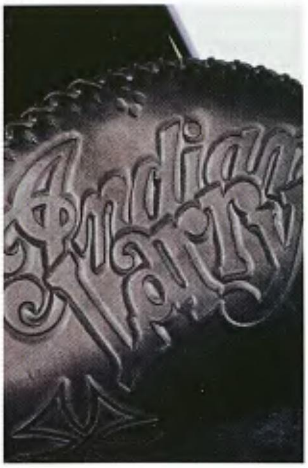
Type: Quick Change
Size: 21-inch
Tire: Metzeler
Brake: none

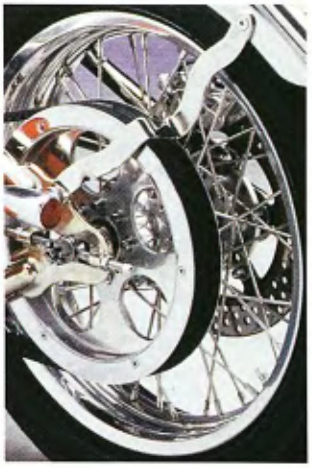
Rear

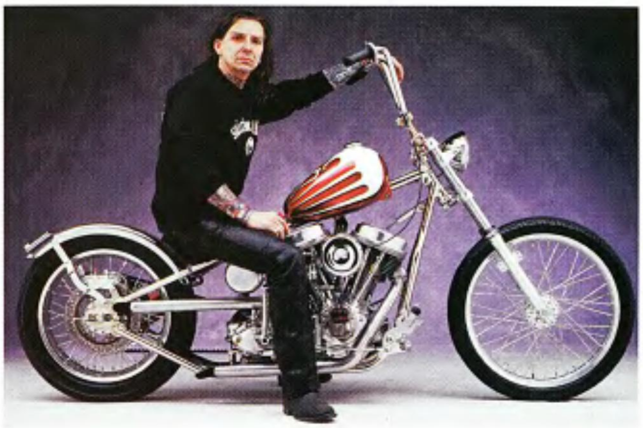
Type: Quick Change
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine

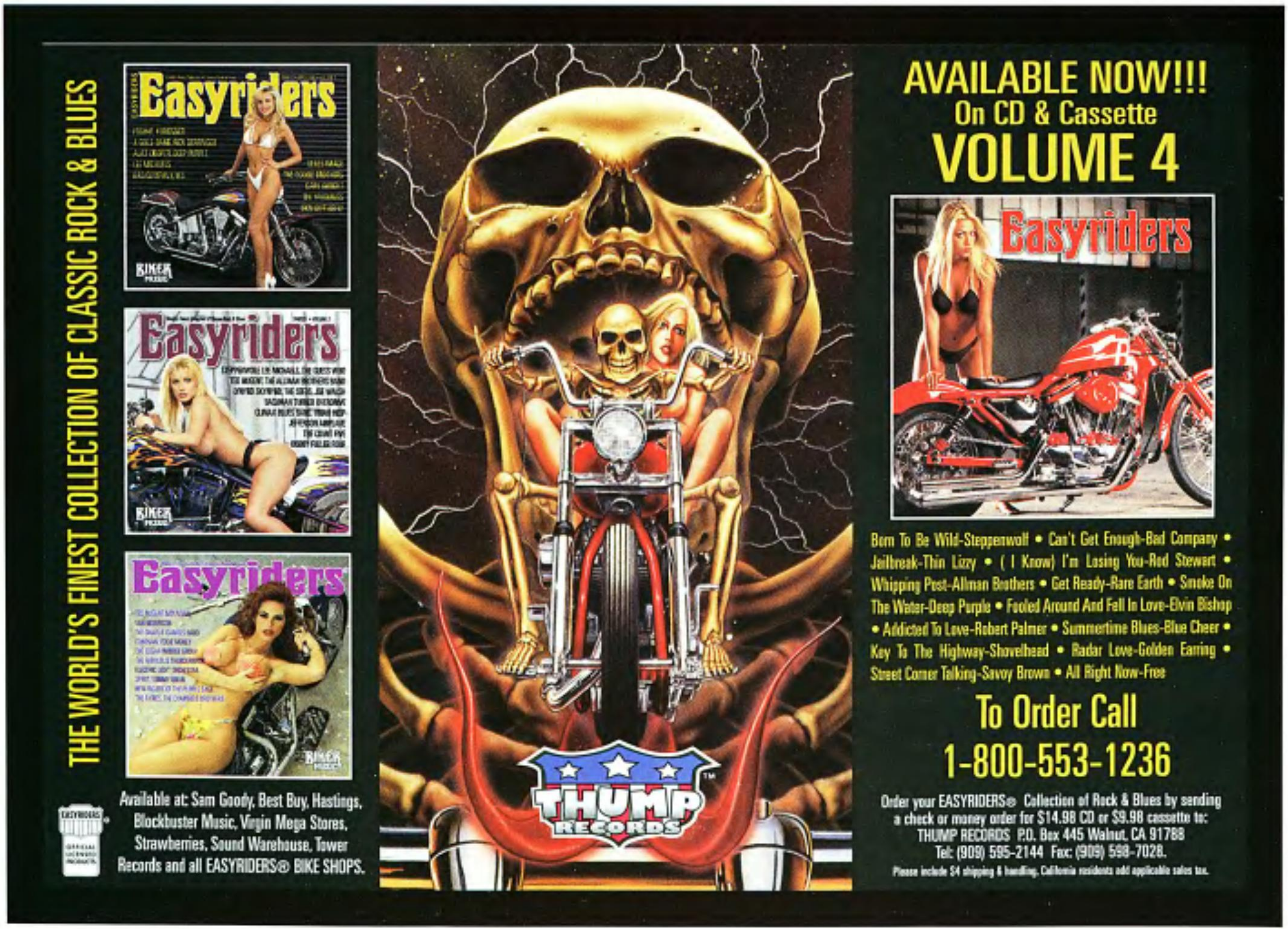
Photos: Mike Lichter

EDITOR'S CHOICE
Easyriders Invitational Bike Show, Columbus, Ohio, Feb. 13-15, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1999.









Wherever we go, people often come up and ask, "What makes a biker?" Ahh, the eternal question. What separates the true biker from say, the average sport motorcyclist? In our endless quest for a definitive answer, *Easyriders* enlisted the aid of fellow biker, philosopher, and ex-marine Randy "Zog" Slape to put this long debated issue to rest. Our bro Zog has a Web site (http://www.halcyon.com/zogt) and with it, the power to canvas the world for the answer to such important questions.

Many of you may be familiar with comedian Jeff Foxworthy and his infamous "You might be a redneck" routine. Mr. Foxworthy begins by painting a backwoods picture of the average American redneck and continues with such anecdotes as, "If you have more than four cars in your front yard that don't run ... you might be a redneck," etc. This popular bit has spawned every possible takeoff from "You might be a lawyer if ...", to "You might be a real blonde if ..." It was only a matter of time before the nation would turn its unblinking gaze on bikers. Zog collected the following list of 50 ways to know for sure if you're a biker. We're passing it on to you in the hopes that you may discover once and for all, where you fit in the world of two wheels.

With this in mind, *Easyriders* throws down the oil-stained gauntlet for you at home. Write down your favorite "You might be a biker if ..." and send it in to us at: You Might Be A Biker, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. Who knows, you may just see your brainstorm in print right here in the best bike rag on the planet! —*Phantom*

You might be a biker...

Photo: Doug Mazell

1. if you have ever uttered the words, "My bike doesn't leak, it's marking its territory."

2. if you have ever started a barbecue with a welding torch.

3. if all of your children have either "Harley" or "Davidson" in their name.

4. if you own more Harley-Davidson T-shirts than underwear.

5. if any day you can ride is a good day.

6. if you come home and curse the "goddamned cagers."

7. if you have to chant "Harley-Davidson, vroom, vroom" to go to sleep.

8. if people have nearly died of starvation looking at all your bike/run pictures.

9. if every picture you take has you/your bike/near naked women in it.

10. if you stare longer at the pictures of the bikes in *Easyriders* than the naked women.

11. if you save the dirty oil from your bike to put in your truck, 'cause "Hey, it's just a truck."

12. if you can recite the entire opening sequence from *Then Came Bronson* by heart.

13. if you know the dates for Sturgis better than your wedding anniversary.

14. if you don't go a day without wearing something that says "Harley-Davidson."

15. if your wedding picture is you on your bike with your bride on the back.

16. if when the weather's too bad, you start your bike and sit on it in the garage.

17. if the first thing you said after you got hit by that car was, "Is my bike OK?"

18. if you get hit by a car, break your leg in three places, then tell the nice police officer, "No really, I'm fine. I can ride home."

19. if you think other motorcycle manufacturers should stick to making cars or whatever it is they do.

20. if you think it's not a really good party unless someone rides their bike into the bar and does doughnuts.

21. if you think no bar is a real biker bar unless you can bring your bike inside.

22. if you dream of owning a Harley dealership.

23. if you traded your autographed picture of Pamela Anderson for one of Peter Fonda.

24. if you can recite all the years Harley built Panheads, but can't remember a U.S. president before Eisenhower.

25. if your version of a three-piece suit is chaps, a leather vest, and a leather jacket.

26. if you have a refrigerator in the garage just for beer.

27. if your garage has more square footage than your house.

28. if your pet parrot can repeat, "This is the police!" with uncanny accuracy.

29. if you have every episode of the television series *Renegade* on tape.

30. if you think of beer as a verb.

31. if you think bike oil is a sex aid.

32. if you wake up next to your ol' lady and your first thought is, "Damn, I wonder if that bike's gonna start."

33. if you look for a Harley every time you hear a vehicle with headers.

34. if when you plan a vacation you set up time to visit the bike shops first.

35. if high fashion to you is black and leather.

36. if your bike ramp is a permanent part of your truck.

37. if your kids learned to ride on the back before they could walk.

38. if Jehovah's Witnesses won't talk to you.

39. if you have all the tools to work on every Harley ever made, but not any to work on your ol' lady's car.

40. if it's impossible to see out of your truck's rearview mirror because of all the Harley stickers.

41. if you throw out your ol' lady's hard-backed books to make room for more *Easyriders* magazines.

42. if you think your bike really is an extension of your penis.

43. if your jeans can stand up by themselves.

44. if your house has a kickstand.

45. if you refer to your bike as if it had a legal first name.

46. if you come back from the bike store with a pile of new parts, and put them in the front seat and your ol' lady and kids in the truck bed.

47. if you have a heater in your garage so you can work on your bike when it's cold.

48. if you have a small part from your bike that you take with you wherever you go.

49. if you have more pictures of your bike than your children or wife.

50. if when people ask what you want for Christmas you tell them, "Anything, as long as it has Harley-Davidson printed on it somewhere."

After!

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Easynews

If it's of interest to bikers, we'll print it.

headline story of the month

Ruger waves white flag *Ruger Employees Riding Helmetless*

Like the song says, "Bang, bang! We shot you down!" The American Motorcyclist Association (AMA) reports that after four years of denying health insurance benefits to helmetless employees injured in motorcycle accidents, Sturm, Ruger and Company, a Connecticut-based firearms manufacturer, will eliminate the helmet restriction and provide health benefits to all motorcycling employees.

In 1995, the AMA instituted a program called "Riding Ruger," intended to persuade the company to reevaluate its health insurance restrictions. The cornerstone of "Riding Ruger" was a call for all interested bikers to purchase shares of Sturm, Ruger and Co. stock, then attend the annual stockholders meeting to challenge the company's discriminatory policy. AMA reps have attended the past four stockholders meetings to object to Ruger's unfair policy against bikers.

Simultaneously, a letter-writing campaign was mounted, and individuals, clubs, and entire police departments pledged not to purchase Ruger firearms until motorcyclists were treated like other employees. Motorcyclists pointed out, among other things, that the three states in which Ruger maintains its offices do not require adult motorcyclists to wear helmets, that the company's requirement for its motorcycling employees to wear helmets interferes in these employees rights to engage in legal activities while away from the workplace, and that the company has no similar policy regarding seat belt use for motorists.

"We are very pleased that Ruger has decided to extend health care benefits to all its employees who ride," said Robert Rasor, vice president of AMA government relations. "It took a lot of patience and hard work on the part of everyone who participated in the 'Riding Ruger' campaign, but that patience has now paid off."

Easyriders wishes to congratulate the AMA and all of America's motorcyclists who helped win this fight. Great job, folks!

—*Oz*

of special interest

Wishin' you had one more gear? *RevTech Comes Through With A 6-Speed Overdrive Transmission*

Everybody's been there. You're cruisin' along about 80, admiring the landscape, and generally at peace with the world. Except that your engine's turnin' 3,800 rpm and that kinda singin' wears out parts.

At last there's a solution that'll reduce vibration, improve acceleration, and maybe let that mill live a little longer. RevTech 6-speed transmissions are here, complete and ready-to-install in place of your stock transmission, with absolutely no modifications required. Every transmission features a forged aluminum trap door to withstand the performance demands of high-output motors, and gears made from 8620H chrome-moly steel with precision-ground teeth and back-cut gear dogs for smooth and accurate engagement. The trans uses a close-ratio 2.94:1 first gear and .897:1 overdrive 6th gear, has chrome covers fitted to cases with polished or black- wrinkle painted finishes, and carries a 5-year or 50,000-mile limited warranty.

—*Wrench*

Photo: courtesy Rev Tech; Illustration: Jon Towle

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Gene Lummus H-D, 1000 U.S. 70 E., Swannanoa
Easyriders of Greensboro, 106 College Rd., Greensboro
Scooter Tramps, 535 Tunnel Rd. East, Asheville
Easyriders of Charlotte, 2317 South Blvd., Charlotte

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St.,

Ontario, Canada
Easyriders of Ontario, 621 Hespeler Rd., Cambridge, (800) 266-6332.

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville

South Carolina
Easyriders Myrtle Beach, 1318 Celebrity Circle CS4, Myrtle Beach
Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

Texas
Easyriders of Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders of Houston, 12899 Westheimer, Houston

Tennessee
Easyriders of Memphis, 6045 Shelby Oaks Dr., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro
Departure Bike Works, 5216 Hull St., Richmond

Washington
Chrome Horse Custom Cycle, 233 S. 1st, Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver
Easyriders Bellevue, 10503 NE 4th Ave., Bellevue
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 727 N. Memorial, Green Bay

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Politics

Floyd's swan song

Dinosaur's Last Gasp

Dick Floyd, universal enemy of bikers' rights, took a look down the tunnel of his political future and saw a light at the end. Fortunately for bikers, that light was an on-coming train. That train was being run by the bikers of California, and it was the Campaign Train of Debra Bowen.

Debra Bowen is currently a member of the California Assembly, but is running for the Senate seat in her district. Debra is a Democrat that has been a friend to motorcyclists for many years. What makes this a great story is that her competition for the office was Dick Floyd.

When we found out Debra was going to run, the bikers of California rallied to sign up to work for her. We pledged to supply more than 100 campaign workers, and even had folks from out of state making plans to show up and help beat Floyd ... again. We threw him out in '92, but due to a large group of candidates in the '96 election, and the election to Congress of Juanita McDonald, he snuck back in again.

The good news came last week when Floyd chose not to challenge Debra for the Senate seat. We're sorry that the folks of the 55th Assembly District may have to put up with him for another two years, but we'll try and fix that too. The up-side is that, due to California's term limits law, Dick's done. You can stick a fork in him, this is it. We've beaten him on the Assembly Floor, and two years from now, if he manages to win re-election in his Assembly District, he'll be a trivia question. Had he run and won the Senate seat we'd be stuck with him for eight more years.

So thanks to Debra and the bikers of California, we've rid the state of an embarrassment. Also, any of you who'd like to send Debra a thanks, or if you'd like to help her out, her address is; Bowen for Senate, 2554 Lincoln Blvd. #1074, Marina Del Rey, CA 90291.

—*Oz*

Why don't biker chicks blink durin' foreplay? Not enough time.

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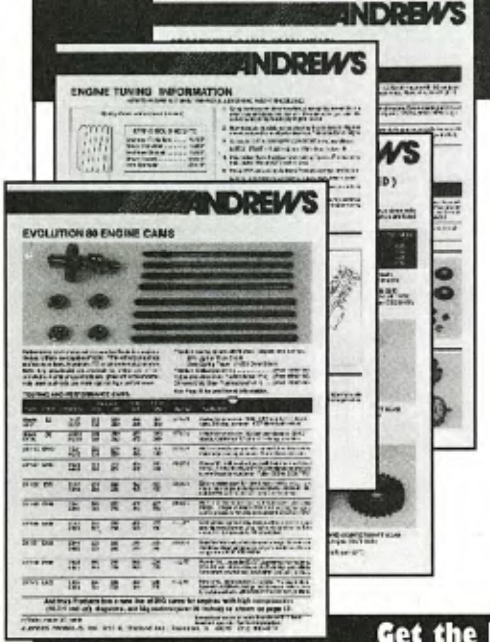

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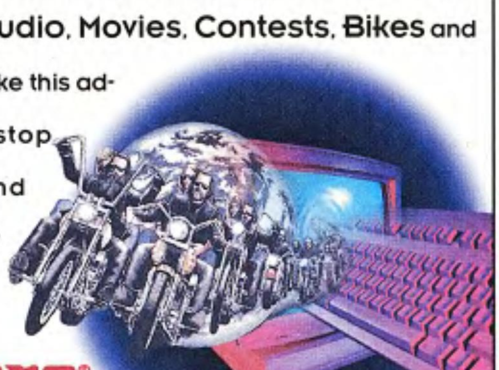

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more politics...

Honey, it ain't my fault

A Kinder, Gentler Truck ...

As it stands now, the Clinton Administration will convene a summit meeting with auto makers and demand that GM, Ford, and Chrysler redesign their pickup trucks because, "too many car drivers are being hurt when they run into trucks! It's not enough that you drive a big vehicle, and, thus, you and your family are safe on the roads. Now, because of NHTSA and your choice of vehicle, you're making it unsafe for others!

A recent NHTSA press release stated that the upcoming meeting is, "part of a large government effort to find ways to make the entire light-truck class of vehicles less aggressive." Can anyone in their right mind define an aggressive vehicle? Drivers can be aggressive, and so can my German Shepherd. It's news to me when an inanimate object can be simply legislated out of existence because some Ralph Nader type deems that it has human qualities. In other words, "Honey, it wasn't your fault that the Hyundai was totaled. It was that aggressive pickup truck. You know how they can be such hotheads." Personal responsibility, the first casualty of the safety program.

Since when is the government so concerned about the damage that one type of vehicle can inflict on another? I don't recall NHTSA's demand that cars be less "aggressive" toward motorcycles. That Chevy Nova that got a piece of me a few years ago, how come it wasn't redesigned with my biking safety in mind?

It's another thing for NHTSA to tell America's motorcyclists to strap on a "proven killing brain bucket." But is NHTSA now gonna tell us that our vehicle of choice has just been legislated out of existence? If that's the case, how much longer will it be before motorcycles go the same way?

—The Chas File
United ABATE of New Jersey

legislation

Oregon's Expanded "Stop Law"

Know Your Rights

In an unfortunate continuation of the growth of the Police State, Oregon's legislature passed an expanded "stop law," last session that's now in effect. Previously, a police officer who had reasonable suspicion that a person had committed a crime was authorized to stop, detain and question that person in order to dispel his suspicions. Now, an officer who has reasonable suspicion that a person "had" committed or was "about" to commit a crime can stop, detain, and question that person. In other words, the officer now gets to anticipate criminal conduct and interject himself into the situation.

Once an officer stops a person, he can ask that person questions. However, the person has absolutely *no* obligation to answer any of those questions. If the person is driving a motor vehicle, that person *does* have to produce an operator's license and vehicle insurance documents, but *doesn't* have to answer any questions or say anything at all.

Typically, passengers are asked for identification, but unless that passenger is to be cited for a violation of the law, such as a seat belt violation, a passenger has *no* obligation to produce any identification or answer any questions. Police officers will usually try to *trick* a person into answering questions or producing identification and rely upon the public's ignorance of their rights under the law. Don't be fooled. Tell the cop: "I want to speak to an attorney."

If a person is stopped by an officer, that officer can pat search that person for weapons if and only if the officer has a reasonable suspicion that the person is presently armed and dangerous. It's my position that the mere possession of a concealed weapons permit is not sufficient grounds for a pat search. However, if the officer insists on searching you, don't resist.

At the same time don't consent to a search. Express your refusal to a search in clear and unambiguous terms: "I do not wish to be searched, nor do I give my consent to a search of my person or effects or vehicle."

By the same token, don't *ever* let a cop talk you into consenting, such as this line: "What's wrong; you've something to hide?"

The correct responses are: "I am only asserting my constitutional rights, and I want to talk to a lawyer." Exercising your constitutional rights such as refusing to consent to a search or refusing to answer questions or asking for an attorney in Oregon, *doesn't* provide an Oregon police officer with probable cause; the exercise of those rights is not supposed to be something that an Oregon police officer can use against you.

—Spencer M. Neal
Attorney at Law

"Oh, Man! There's sand in my tank!"

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hall of fame

Andy Hanson

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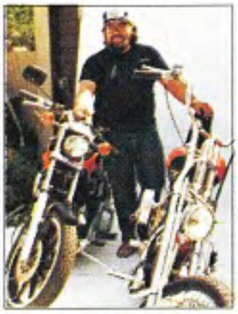

Photo: Sharon Hanson

This is an odd one. Andy was just a kid when I met him on the USS Maddox in 1970. He was a reserve; I was active. He was building his first custom Knuck; I was building my first Shovelhead. His bike was sharp; mine was a piece of shit. Andy and I became friends, and although I lived 50 miles away, I rode up to see him and the nuts that hung out in his garage every couple of weeks. We learned to build engines from Bob George, the original builder of the world's fastest bike: the Jammer/*Easyriders* Streamliner.

Andy passed away recently in the industrial shop behind his home. It was his favorite place on earth. He was the founder of HES, Harley Engine Specialties, and the original builder of the aluminum big twin clutch pressure plate. He built engines for the 294-mph Jammer/*Easyriders* Streamliner and 883 engines for Ricky Graham, who won the American Motorcyclists Association Dirt Track Championships, and he built performance engines right up until the day he died.

Even when we were starting out in this industry and even with Andy's scraggly beard, thick mane of dark hair, and coke bottle glasses, he was the straight one of the bunch. He ran his own fledgling mail order business, studied to be a member of the Electrical Union, and continued to put his time into the reserves, while learning the ins and outs of V-twin engine building. Ultimately his passion, HES, became his full-time love.

I wish Andy the freedom to continue to do what he loved the most, even if it is for the god of chrome, and I wish Sharon, his wife and Shannon, his daughter, all the best. Andy was my friend for 28 years.

—Bandit

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music

Boggy Depot *Jerry Cantrell's Latest*

Jerry Cantrell's gone solo. OK, you may not know who that is so I'll help ya out. He is the founder, guitarist, and songwriter for the group Alice In Chains. While I'll go out on a limb here and *assume* that many of you don't know who they are either, I'm not going to take a long time to explain it. Instead, I suggest you go out and buy their hit CD *Jar Of Flies* and find out what you've been missing. Then you'll definitely want to run out and get this CD.

Why? Simple. Jerry's latest release is just as strong as his Alice In Chains work. There's always a chance when an artist from a popular group goes solo, that he/she is really gonna suck and go crawling back to mommy for a little help. Not this time. Back-to-back cuts *Cut You In* and *My Song* are not only receiving some major air play but are also fine examples of this singer/songwriter/guitarist's post-grunge, Southern-influenced sound. Go and get this CD, on Columbia Records. You won't be sorry. *—Oil Can*

entertainment

Karen McDougal

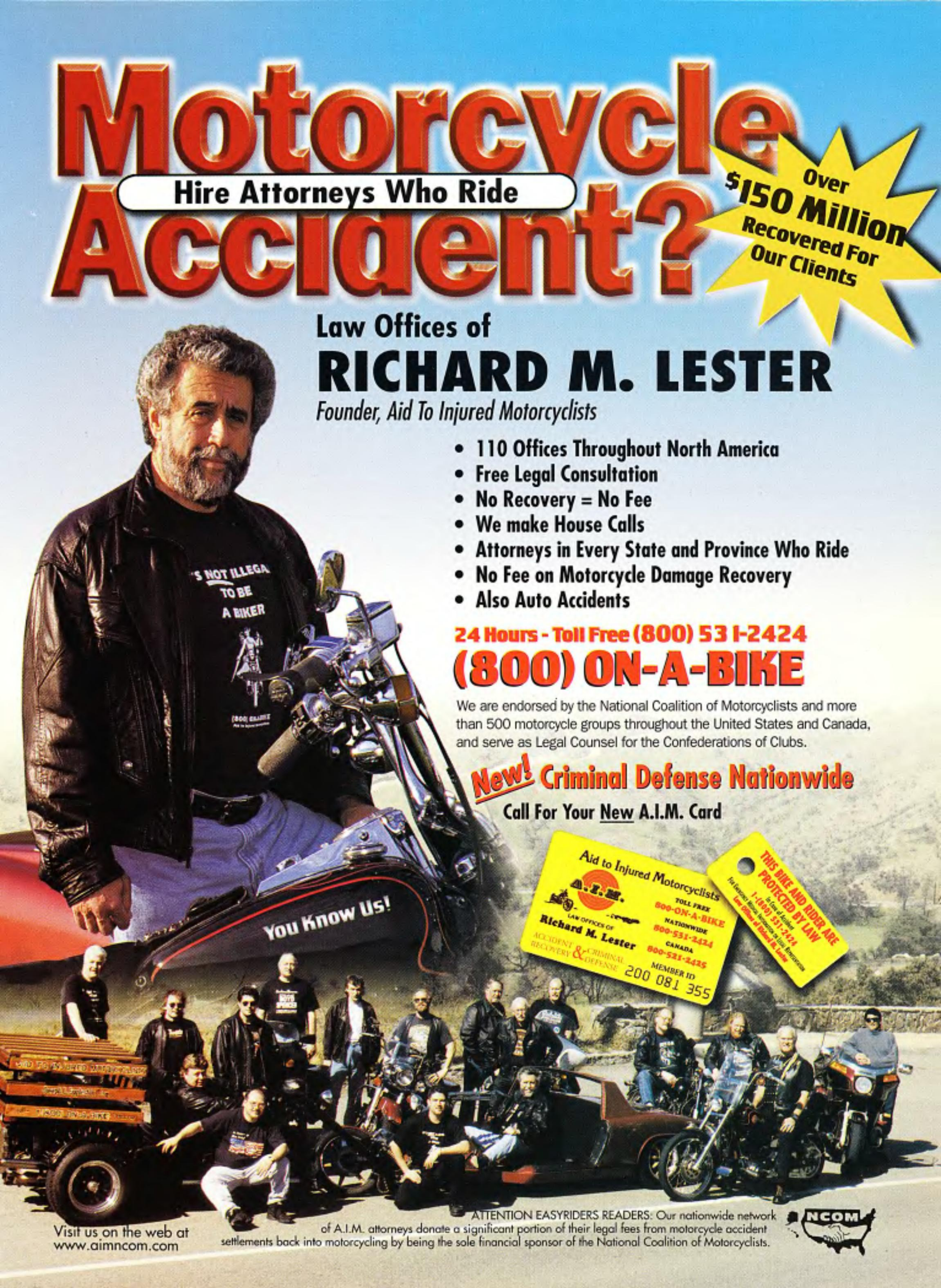
From Calendar Girl To Playmate Of The Year

If you were at the *Easyriders* Show in Detroit last year you'll remember her as the winner of the Calendar Girl contest, or you may recognize her from the cover of our '98 *Easyriders* calendar. In the December (1997) issue of *Playboy*, Karen was Miss December. In *Playboy's* July 1998 issue, Karen is featured as *Playboy's* Playmate Of The Year! Now we're not saying that winning our contest catapulted her to her current status, but it sure couldn't of hurt! According to *Playboy*, "The former preschool teacher with the Irish eyes, Cherokee cheekbones, and bubble butt was an overwhelming favorite in the Reader's Poll." Well, duh! Way to go, Karen, and if you need any help spending that $100,000 or driving your new Shelby Series 1, gimme a call! *—Soiled Can*

short strokes

Love And Loss *As The Wheels Turn*

We all think we're big boys, rockin' and rollin' through life, doing' our thing, and being sorta adult about it. Then emotional lightning strikes. I'm here to tell you that if you're in some sort of emotional break-up, fell in love with the neighbor, got home and the ol' lady moved out, or lost your bike in a nasty divorce, you're not alone. It's happening everywhere. Buy a new puppy, start another bike project, build a new garage, or make plans for a cross-country ride. Believe me you may need to turn your life upside-down, now, but it will pass. I'll tell you about it sometime when I'm not drinking Jack to forget it. Here's the news: **Regarding our movie project,** Conrad has found himself in the maze of Hollywood alleys going from one dark door to the next with my story, *Cross Country.* Some doors open; some he takes his big *Con Air* ass in to pitch the story, only to wait for a decision from the other side of a large sprawling desk. We'll keep you posted ...**From the Indian front,** one man, Lonnie Labriola, has fought the wars, worked with the courts, and mustered every title and claim to the Indian name. He's now managed to procure the financing, pull the talents together, and is being romanced by states all over the country to set up the first manufacturing facility. Dreams do come true. Watch for a complete update in the next few months... **My apologies to Harley-Davidson** for leaking the news about the new engine prematurely. May the success of their endeavors overshadow our blunder...Now for a charity alert. Anna Levesque wrote, "My husband Dave (aka Snake) Levesque needs a liver transplant. We're trying to raise money to make this happen. I can be reached at (603) 464-6005."...**And while we're at it,** you can help out the Kids Center in Bend, Oregon. They're hosting a bike show on Sept. 12, where a '79 custom will be raffled off. For more info call Lynn at (541) 383-1450... **And direct from the factory,** Jeffrey L. Bleustein, president and CEO of Harley-Davidson, Inc., says, "I am pleased to report the ramp-up of our new Sportster motorcycle manufacturing plant in Kansas City, Missouri, is ahead of schedule. In fact, all of our Sportsters are now being produced in Kansas City, and our plant in York, Pennsylvania, is preparing to increase production of our larger cruiser motorcycles. This is a significant milestone in our capacity expansion efforts, and it demonstrates the capabilities of our employees and our commitment to sustaining our growth." They're on a roll...**Did you know** that for every tire a manufacturer makes for a bike, they make 1,000 for cars. No wonder they charge us more...**Now the safety tip of the month.** Beware of the summer sun's lure to the beach. A man died on a beach when a 8-foot-deep hole he had dug into the sand caved-in as he sat inside it. He dug the hole for protection from the sun, and although an outpouring of people dug with their hands and pails, he's toast...**With that in mind** we can only think of God as a 7-year-old fell off a 100-foot-high bluff near Ozark, Arkansas, after he lost his grip swinging from a cross that marked the spot where another person had fallen to his death in 1990...**Advice for anyone getting out of jail.** A guy in Kansas who was just released from jail for car theft walked out the door and stole another car to get home. **And get this final, brainless stunt.** A man in Belton, Missouri, arrested on a larceny charge, allegedly broke into a vending machine in the lobby of the police station and stole a 60¢ Strawberry Twisteroo while he waited for his ride to arrive...**That's all the riding wisdom** I can muster. I'm leaving for Myrtle Beach tomorrow, working on the 95th, scratching away at the next book, and twisting wrenches on a Sturgis ride. What a life we bikers lead. Nonstop action, fast bikes, faster women, hard liquor, and no one fucks with us. What could be better? Ride forever. *—Bandit*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Info: (907) 248-7828

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

Sturgis in Alaska
Date: August 15-16
Info: (907) 248-7828

Soaring Eagles WOW Ride
Date: August 15
Place: Anchorage to Alyeska
Info: (907) 248-7828

Kenai Bike Rodeo
Date: July 19-20
Info: (907) 522-8574

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Easter Seal Society of Tucson Benefit
Date: August 16
Info: (520) 881-9706

ARKANSAS
ABATE of Arkansas
Info: (501) 851-0545

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Hot August Nights
Date: August 8
Place: Bakersfield
Info: (916) 442-4727

Lose Yer Butt N Putt Run
Date: August 15-16
Place: to Lake Tahoe
Info: (916) 743-2217

State Run to Hanford
Date: August16
Info: (916) 442-4727

Redwood Coast Poker Run
Date: August 21-23
Place: Willits
Info: (916) 442-4727

VNVMC Poker Run
Date: August 22
Place: San Jose H-D
Info: (408) 262-8612

Downed Officer Support Ride
Date: August 23
Place: Newhall
Info: (805) 255-6522

Swap Meet
Date: August 30
Place: Vallejo Fairgrounds
Info: (916) 442-4727

23rd Three Flags Classic
Date: Sept. 4-7
Place: Begins in Tijuana, BC, Mexico; ends in Kimberley, BC, Canada.
Info: Fee is $190 U.S., mailed to P.O. Box 616, Cardiff By The Sea, CA 92008. Your check is your entry. Call Max or Clarice: (805) 269-5982

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ABATE of Colorado
Info: (303) 659-6374

Cripple Creek M/C Salute to American Veterans Rally
Date: August 28-30
Place: Cripple Creek
Info: (719) 636-3682

Four Corners Iron Horse Motorcycle Rally
Date: September 4-7
Place: Ignacio
Info: (970) 563-4171

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

State H.O.G. Rally
Date: August 8
Place: Shelton
Info: (800) 258-2464

Super Sunday
Date: August 16
Place: Danbury
Info: (860) 588-6666

Stafford Jamboree
AMA Flattrack Racing
Date: August 22-23
Info: Ray (860) 875-7768

Brit-Jam
Date: August 23
Place: E. Hartford
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

MAV Poker Run
Date: August 8
Place: Dover
Info: (302) 378-3701

Ronald McDonald House Run For Kids
Date: September 6
Info: (302) 378-3701

FLORIDA
ABATE of Florida
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Mid Summer Morning Dream Breakfast Ride
Date: August 9
Info: (404) 294-8900

Freedom Of Choice Ride
Date: August 15-16
Place: Palmetto
Info: (404) 294-8900

State H.O.G. Rally
Date: August 27-30
Place: Jekyll Island
Info: (800) 258-2464

H.O.G. Rolling The Coast Tour
Date: Aug. 29-Sept. 4
Info: (800) 258-2464

HAWAII
Street Bikers United
Info: (808) 521-2487

MDA Run
Date: August 9
Place: Moanalua Gardens
Info: (808) 842-5530

Honolulu Hogs Poker Run
Date: August 16
Place: Moanalua Gardens
Info: (808) 842-5530

Big Island Friday Night Party
Date: September 4
Info: (808) 521-2487

SBU Labor Day Run
Date: September 6
Place: Kona
Info: (808) 521-2487

IDAHO
Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

Bikini Bike Wash & Fun Run
Date: August 16
Place: Veterans Park, Boise
Info: (208) 343-7452

Statewide Friendship Run
Date: September 4-7
Info: (208) 343-7452

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

Peo-Taz Grand Nationals
Date: August 1-2
Info: (309) 343-6588

Grand Nat'l Dirttrack Series
Date: August 2
Place: Peoria Clubgrounds
Info: (614) 891-2427

Great River Road Run
Date: August 13-16
Info: (847) 956-8696

Oak Lawn H.O.G. MDA Benefit
Date: August 15
Place: Hawthorne Park Race Track
Info: (309) 343-6588

Crossroads Boogie
Date: August 15
Info: (309) 343-6588

Easyriders Rodeo, plus ACCW Pro Wrestling
Date: August 21-23
Place: Kankakee County Fairgrounds, Kankakee
Info: (818) 706-0471

Shoal Creek Summer Bash
Date: August 21-23
Info: (309) 343-6588

Don Lindley Benefit/ Car & Bike Show
Date: August 30
Place: Falling Springs Lodge, Dupo
Info: Gary (618) 234-9963 or Norm (314) 330-2134

Chicago H-D Open House & Bike Raffle
Date: August 30
Place: Chicago H-D
Info: (773) 338-6868

INDIANA
ABATE of Indiana
Info: (317) 442-8040

MDA Ride For A Cure
Date: August 1
Info: (317) 422-8040

Region 8 Corral Run
Date: August 2
Info: (317) 422-8040

MDA Ride For A Cure
Date: August 8
Info: (317) 422-8040

Young & Old Party
Date: August 8
Place: Starke County
Info: (317) 422-8040

Reg.10 Band Jam for MDA
Info: (317) 422-8040

6 County Party: Hancock, Hendricks, Shelby, Johnson, Marion, Morgan
Date: August 8-9
Info: (317) 422-8040

Kickapoo Kick Party
Date: August 15-16
Place: Warren/Fountain Co.
Info: (317) 422-8040

Region 1 Poker Run
Date: August 15
Info: (317) 422-8040

1,000 Miles/24 Hours: for MDA
Date: August 15-16
Place: Region 3
Info: (317) 422-8040

Grand Nat'l Dirttrack Series
Date: August 15
Place: Indiana State Fairgrounds, Indianapolis
Info: (614) 891-2427

Mystery Event
Date: August 22
Place: Jasper/Newton Co.
Info: (317) 422-8040

Battle of the Bands for MDA
Date: August 22
Info: (317) 422-8040

Poker Run/Hog Roast
Date: August 22
Place: Lawrence County
Info: (317) 422-8040

Sled Pulls/Swap Meet
Date: August 29
Info: (317) 422-8040

Poker Run
Date: August 29
Place: Crawford/Orange Co.
Info: (317) 422-8040

Labor Day Hog Roast
Date: September 5-7
Place: Madison County
Info: (317) 422-8040

Labor Day Trike In
Date: September 5-7
Info: Short Woman (317) 241-7375

IOWA
ABATE of Iowa
Info: (515) 858-5001

Great River Rodeo
Date: August 15
Place: Herky's Sports Bar, Muscatine
Info: (319) 263-7474

Bike Show & Fun Run
Date: August 15
Place: Algona
Info: (515) 858-5001

District 3 Fun Run
Date: August 16
Info: (515) 858-5001

Fall Rodeo & Fun Run
Date: August 22
Place: Donahue
Info: (515) 858-5001

In Memory of Emery Toy Run
Date: August 22
Info: (515) 858-5001

District 21 Memorial Bash & Rodeo
Date: August 22
Place: Miles
Info: (515) 858-5001

District 15 Campout
Date: August 29
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

ABATE Labor Day Rally
Date: September 4-7
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

Bluegrass Bash '98 KMA/KBA State Party
Date: August 28-30
Place: Bullitt Co. Fairgrounds
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Poker Run
Date: August 9
Place: LaPlace
Info: (888) 892-2669

Poker Run
Date: August 15
Place: Baton Rouge
Info: (800) 268-5416

Scavenger Hunt
Date: August 22
Place: Lafayette
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 947-1470

Blue Knights Poker Run
Date: August 9
Place: Portland
Info: (207) 947-1470

Statewide Party
Info: Pete (207) 884-6284

Flattrack Racing
Date: August 29
Place: Bangor
Info: Zman (207) 862-2948

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

State H.O.G. Rally
Date: August 21-22
Place: Hagerstown
Info: (800) 258-2464

Dirttrack Series
Date: August 22
Place: Hagerstown Speedway, Hagerstown
Info: (614) 891-2427

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

Poker Run
Date: August 8
Place: Monson
Info: (800) 432-1662

Wildman's Run
Date: August 8
Place: Hatfield
Info: (800) 432-1662

Jeremiah's Inn Benefit Run
Date: August 9
Place: Sheldon's H-D, Auburn
Info: (800) 432-1662

Clam Bake
Date: August 15
Info: (413) 547-0433

Ride For Kids: Pediatric Brain Tumor Foundation
Date: August 16
Place: Worcester
Info: (800) 253-6530

Evening Poker Run
Date: August 22
Place: Bridgewater
Info: (800) 432-1662

Pig Roast
Date: August 23
Place: Middleboro
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Easyriders Rodeo, plus ACCW Pro Wrestling
Date: August 14-16
Place: Fowlerville County Fairgrounds, Fowlerville
Info: (818) 706-0471

End of Summer Party
Date: August 21
Info: Bob (517) 773-4509

Harley Drags, Bike Show & Raffle
Date: August 22-23
Place: Kaleva
Info: (313) 421-4367

Ride For Kids: benefits Pediatric Brain Tumor Foundation
Date: August 30
Place: Ann Arbor
Info: (800) 253-6530

Region 1 Toys for Tots Poker Run
Date: September 5
Info: (906) 884-2347

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

AMA Supercross/ National Motocross
Date: August 16
Place: Spring Creek Motocross Park, Millville
Info: (614) 891-2427

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Natchez Trace Run
Date: September 5-7
Place: leaves from Alabama state line
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Gateway MDA Run
Date: August 9
Place: Widman H-D
Info: (314) 771-7100

Starlight Ride
Date: August 22
Place: Widman H-D
Info: (314) 771-7100

Grand Nat'l Dirttrack Series
Date: August 29
Place: State Fair Speedway, Sedalia
Info: (614) 891-2427

FORR State Rally/ Dam Homecoming →

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Happenings

Date: September 4-7
Place: Bagnell Dam
Info: (800) 309-RIDE

Boiling Springs Campout
Date: September 5-7
Place: Licking
Info: Bob (816) 829-0894

MONTANA
ABATE of Montana
Info: (406) 434-2473

Roaddogs Labor Day Run to Yellowstone Park
Date: September 5-7
Place: Starts in Billings
Info: www.roaddogs/calendar.html or e-mail: info@roaddogs.org

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

Metro Area Gathering
Date: August 4
Place: Milliger's, Sturgis
Info: (402) 551-0407

Medi-Tedi Poker Run
Date: August 23
Place: Madison City Park
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

NACM Meet The Candidates Night
Date: August 12
Info: (702) 870-6121

Jammin' Jelly Jazz & Blues Festival
Date: August 14-16
Place: Rancho San Rafael, Reno
Info: (800) 200-4557

Angel Lake Run
Date: August 22
Info: (702) 738-3682

Labor Day Weekend Run to the Desert/ Four-State Jam Concert
Date: September 5-7
Info: (702) 431-6845

Harleys in Paradise
Date: September 5-6
Place: Paradise Valley
Info: (702) 635-2714

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

Winnipesaukee H.O.G. Toy Run
Date: August 9
Place: Plymouth
Info: (603) 279-4521

North County H.O.G. Toy Run
Date: August 23
Place: Littleton
Info: (603) 627--3528

NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

Union/Middlesex Killer Sturgis Party
Date: August 1
Place: Maple Tree Tavern Grounds
Info: (732) 549-1990

AHDRA Drag Races
Date: August 23
Place: Englishtown
Info: (910) 229-4877

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

Head For The Hills Poker Run & Bike Show
Date: August 8
Info: (505) 294-4043

NEW YORK
ABATE of New York
Info: (607) 387-3433

Annual LID Run
Date: August 8
Place: Port Crane
Info: Corky (607) 648-9335

Swap Meet
Date: August 9
Place: Elks Lodge, Riverhead
Info: (716) 798-4059

Ride America
Date: August 8
Place: Creekside Inn, Rush
Info: (716) 234-0895

AMA Nat'l Hillclimb Series
Date: August 16
Place: Dansville
Info: (614) 891-2427

Jimmy Dewitt Memorial Run
Date: August 16
Info: John (914) 658-8873

Wayne-Seneca Toy Run
Date: August 16
Info: Pappy (315) 597-2133

Family Campout
Date: August 21-23
Place: Frank's Farm, Columbia
Info: (518) 851-7635

National Antique Meet
Date: August 21-23
Place: Brookfield
Info: (607) 387-3433

Helmet Run
Date: August 22
Place: Kmart Plaza, Rt. 13, Courtland
Info: (607) 564-9973

Oneida Chapter Dice Run
Date: August 23
Info: Jim (315) 831-5726

Hunter Harley Festival
Date: August 28-30
Place: Hunter Valley
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Assn.
Info: (800) 479-3087, pin #2681

CBA Toy Run
Date: August 15
Info: Mike (919) 467-7821
Steve (919) 550-1931

SCS Fallfest Celebrity Ride & Race
Date: August 31
Place: Farmington
Info: (910) 229-4877

CBA Labor Day Weekend/State Party
Date: September 4-7
Place: Jomeokee Campground, Pinnacle
Info: (800) 479-3087, pin #2681

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

State H.O.G. Rally
Date: August 28-30
Place: Grand Forks
Info: (800) 258-2464

FUBAR Ranches Ham & Jam
Date: August 29-30
Info: (701) 734-6750

Motor Mania
Date: September 4-6
Place: Fairgrounds, Minot
Info: (800) 238-8988

OHIO
ABATE of Ohio
Info: (800) 252-4537

Veterans Benefit
Date: August 7-9
Info: Tiny (419) 782-7133

Reg. 5 Sturgis East Party
Date: August 8-9
Info: (800) 252-4537

Scavenger Hunt
Date: August 15
Place: Medina County
Info: (800) 252-4537

AHDRA Drag Races
Date: August 15-16
Place: Columbus
Info: (910) 229-4877

Reg. 10 Milkshake Run
Date: August 16
Info: (800) 252-4537

Wayne County Charity Run
Date: August 22
Info: (800) 252-4537

State H.O.G. Rally
Date: August 27-29
Place: Athens
Info: (800) 258-2464

Easyriders Grand Nationals Rodeo
Date: September 4-7
Place: Ross County Fairgrounds, Chillicothe
Info: (818) 706-0471

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

Sturgis Sour Grapes Run
Date: August 8
Info: (405) 672-1008

KJD's Campout
Date: August 22
Place: Gage
Info: (580) 256-9854

OREGON
ABATE of Oregon
Info: (503) 285-4329

Beaver Creek Run
Date: August 7-9
Place: Lincoln County
Info: Vicki (541) 563-3520

Summer Run
Date: August 14-16
Place: NE/SE Columbia River Chapters
Info: Angie (503) 285-4329

State H.O.G. Rally
Date: August 21-22
Place: Coos Bay
Info: (800) 258-2464

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

VNVMC Campout Party
Date: August 14-16
Place: Reeds Gap
Info: (610) 461-4513

RHODE ISLAND
R.I. Motorcyclists Assn.
Info: (401) 722-1122

Ocean State H.O.G. Freewheeler's Run
Date: August 9
Place: Warwick
Info: (401) 722-1122

Hells Angels MC Block Party
Date: August 22
Place: Providence
Info: (401) 421-4525

Multi H.O.G. Groups Ride for Saint Jude
Date: August 22
Place: Warwick
Info: (401) 722-1122

Chieftans Beef & Brew Party
Date: August 30
Place: West Warwick
Info: (401) 828-7102

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

Sturgis Rally & Races
Date: August 3-9
Place: Sturgis
Info: (605) 347-6570
www.rally.sturgis.sd.use-
Also, check the complete Sturgis guide in *Easyriders* August '98 issue (#302)

State H.O.G. Rally
Date: August 18
Place: Hill City
Info: (800) 258-2464

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

ADBA Dixie Nitro Rally All Harley Drags
Date: August 22-23
Place: Memphis
Info: (615) 789-3202

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II: (800) 222-0913

Coasters Field Meet
Date: August 15-16
Place: Magnolia
Info: (281) 376-0956

Top of Texas Trike-In
Date: September 5-7
Place: KOA Amarillo
Info: Doc (806) 373-4170

UTAH
ABATE of Utah
Info: (801) 627-1117

Lagoon Day
Date: August 9
Info: (801) 776-3138

Devil's Slide Ride
Date: August 16
Place: Salt Lake City
Info: (801) 776-3138

Hart Memorial Run
Date: August 22-23
Info: (801) 776-3138

VERMONT
Freedom of the Road Riders
Info: (802) 223-1556

N.H./Vermont State H.O.G. Rally
Date: August 13-15
Place: Stowe
Info: (800) 258-2464

Toy Run
Date: August 15
Place: Barre
Info: (802) 223-1556

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Damn, I Can't Make It To Sturgis Poker Run
Date: August 3
Place: Mason-Dixon Chapter
Info: (703) 435-8137

Stae H.O.G. Rally
Date: August 13-15
Place: Williamsburg
Info: (800) 258-2464

AMA Run/Member Appreciation Party
Date: August 15
Info: (703) 751-0151

Thunder In The Mountains Motorcycle Weekend
Date: August 22-23
Info: (540) 962-6312

WASHINGTON
ABATE of Washington
Info: (206) 643-9675

State H.O.G. Rally
Date: August 21-23
Place: Wenatchee
Info: (800) 258-2464

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

River Cities H.O.G. MDA Run
Date: August 8
Info: (304) 547-5495

Boone County Fair/ Bike Show
Date: August 8
Info: (304) 547-5495

Bikers For Babies March of Dimes Run
Date: August 15
Info: (304) 547-5495

Poker Run
Date: August 29
Place: Tyler-Wetzel
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

State H.O.G. Rally
Date: August 21-23
Place: Stevens Point
Info: (800) 258-2464

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

Ham 'n' Jam
Date: August 5
Place: Huelett
Info: (307) 266-6522

Kaycee Rodeo/Poker Run
Date: August 22
Info: (307) 266-6522

Labor Day Poker/Shoshoni Run & Party
Date: September 5
Info: (307) 266-6522

CANADA
Surrey Camp/RCMP Wheels for Kids Rally
Date: August 1-8
Place: Surrey, British Columbia
Info: Tom (604) 599-7687

Ride for a Cure for Huntington's Disease
Date: August 2
Place: Welland County
Info: (905) 834-3011

Cycle Fair
Date: August 3
Place: Uxbridge, Ontario
Info: (905) 852-6507

Regional H.O.G. Rally
Date: August 6-8
Place: Edmonton, Alberta
Info: (800) 668-4836

9th Annual Rodeo
Date: August 8
Place: Tingwick Faigrounds, Tingwick, Quebec
Info: (819) 359-2621

Hog Roast
Date: August 21
Place: Strathroy, Ontario
Info: (519) 245-5397

Vintage and Classic Motorcycle Weekend
Date: August 29-30
Place: Radium Hot Springs, British Columbia
Info: (250) 347-6362

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

Free Wheels
Date: August 13-16
Place: Cunlhat, France
Info: (33) (0)4 7337 1999
Web: www.free-wheels.com

Euro Demo
Date: August 29
Place: Bonn, Germany
Info: (32) (0)2736 9047

The Milan Show
Date: September 15-19
Place: Milan, Italy
Info: (39) (0)2 6698 1818

Intermot '98
Date: September 16-20
Place: Munich Expo Center, Munich, Germany
Info: (49) (0)89 510 7219

Motorai '98
Date: October 19-25
Place: Amsterdam, Netherlands
Info: (31) (0)20 549 1212

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates often change after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.

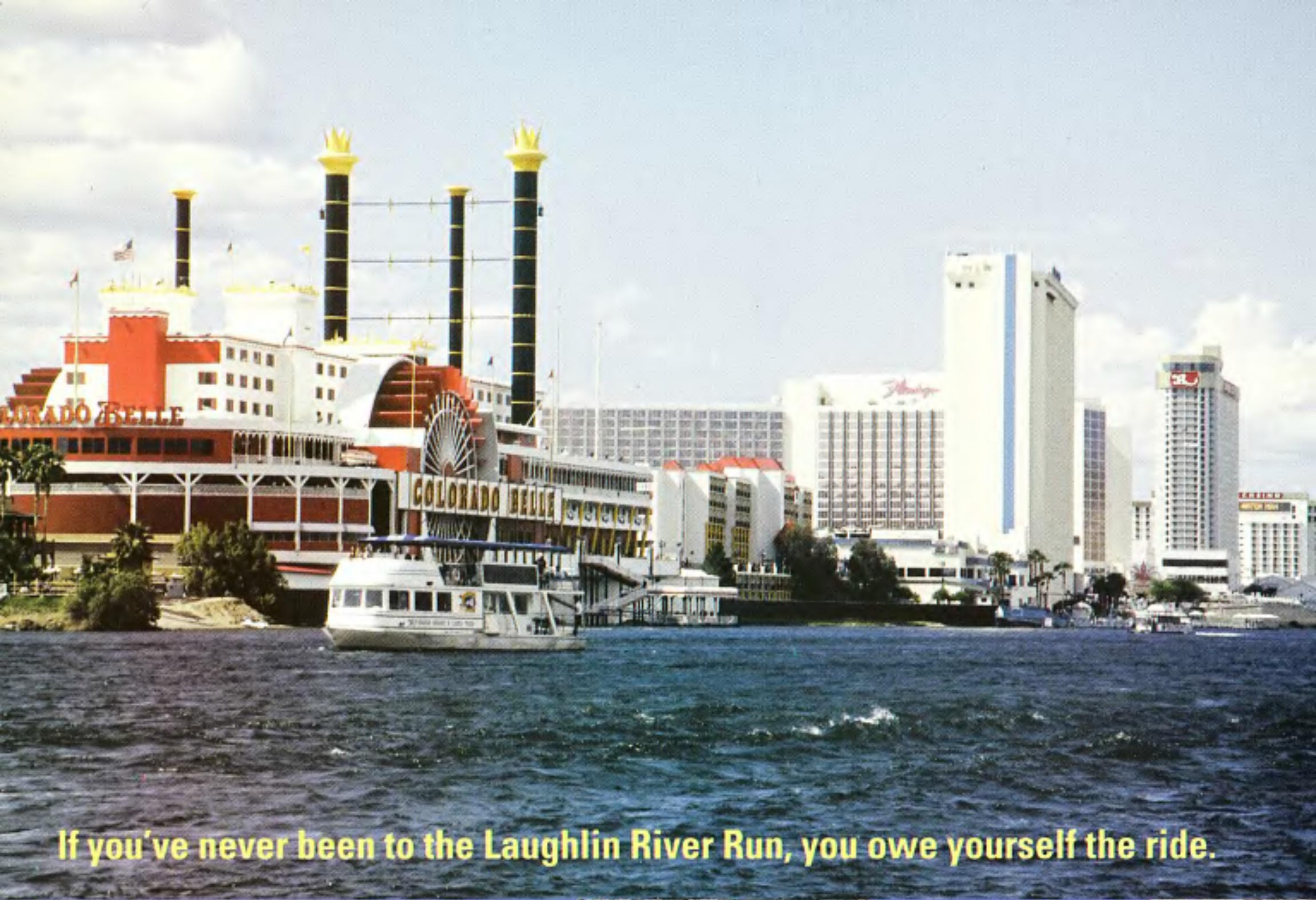
LOOKS LIKE HE'S GOING FOR AN INSANITY DEFENSE!
YOU'RE UNDER ARREST AND CHARGED WITH STEALING THAT JAPANESE BIKE!
TOMASIC

Hot blue skies welcomed riders from all points to the little brother of Sin City,

as the 16th Annual Laughlin River Run rolled out the red carpet and dice.

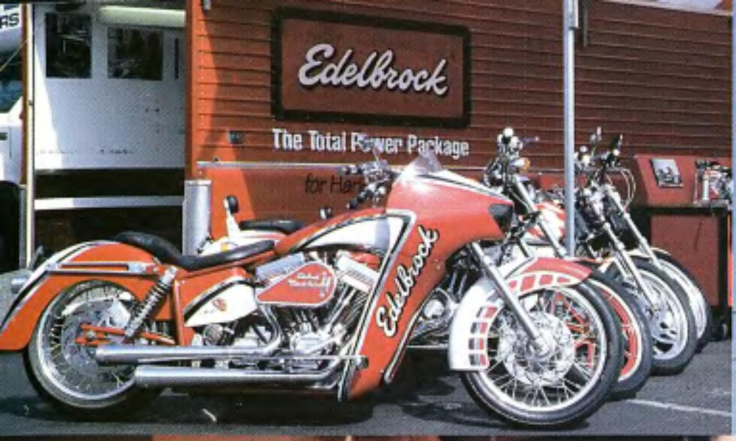
Best Crap Shoot In The West

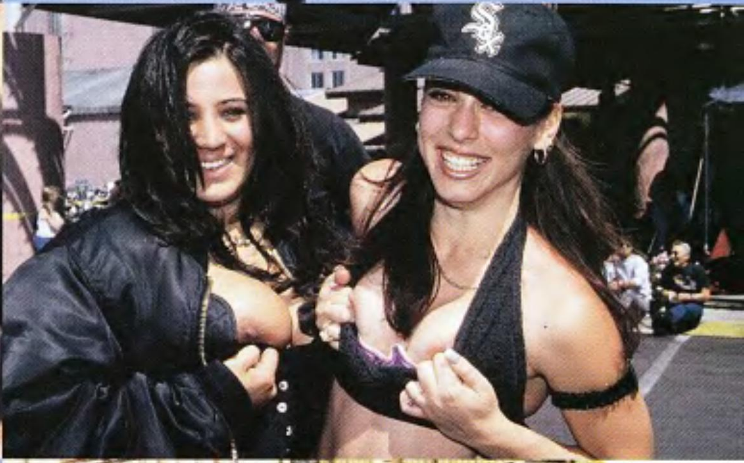
What usually serves as a watering hole for busloads of blue hairs was transformed into a three-day, 24-hour chrome palace, with streams of scoots from Harrah's to the Riverside. Thursday, April 23, 1998, marked the official first day, but bikes began arriving earlier in the week, only to be greeted by hordes of El Niño-inspired grasshoppers. We're talking hundreds of thousands of these little bastards, filling streets with their windshield and helmet-impaled carcasses. One guy even had one fly up his nose. Go figure ... →

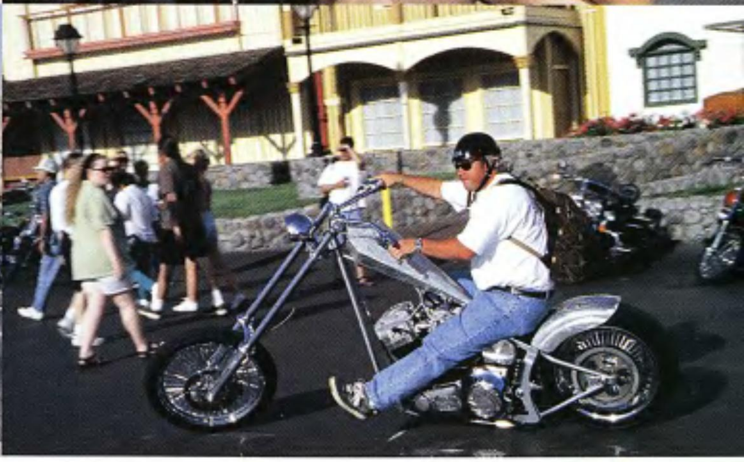

COLORADO BELLE
If you've never been to the Laughlin River Run, you owe yourself the ride.

OPEN
POOL
SPORTSMAN BAR
OPEN

Come in at night, and the shimmering desert looks like the Emerald City.







Winged critters aside, the casinos were lined with vendors, as Laughlin is one the best places to find parts and accessories. As usual, it was the smaller booths that held some of the harder-to-find gold. Cindy Ayers and Dennis Dawson from Cool-It Sport Caps were real life (and scalp) savers, with terry cloth bandannas and caps that you could soak in ice cold water to ward off the heat. When dry, they also kept your head toasty warm at night.

Spyke Engineering, makers of high-torque starters and ignition systems, offered footboards linked to shifting and rear brake mechanisms hooked up to a Heritage. Billy-Bob Teeth had absolutely nothing to do with Harleys, but the gum-diseased, chipped and gold-capped false teeth looked so fuckin' goofy that they hands-down earned a mention here. And a sample of Doc Bailey's Leather Tonic even brought one rider's nine-year-old steel toes back to life, and then some.

Women-wise, Catalina and her scooter washin' U.S. Arizona Bikini Team resurrected the looks of a few bikes, and their owners as well. Across the Colorado River, Dreamgirls in Bullhead City, Arizona, offered up as fine a totally naked bar as you'll find for many a mile. And those lap dances looked more like face dances in a few booths.

Ride-wise, the 200-mile poker run through Kingman and back was the main group event of the weekend. Kingman's Old Town is guaranteed to take you back in time, where locals still pack iron and shoplifting is virtually unheard of. On the other side of the mountains, south of Laughlin, The Avi Casino featured its usual brand of wildlife, with The Edgar Winter Band, The Fryed Brothers, and all-weekend run-whatya-brung (as long as it was an H-D) street drags.

Steve Miller rocked the Flamingo Hilton on Friday and Saturday, with Eddie Money doin' much the same on Friday at the Riverside. Corey Stevens offered free and quality entertainment at the Colorado Belle. Lucky viewers could →

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Photos: Markus Cuff, Stan Miles

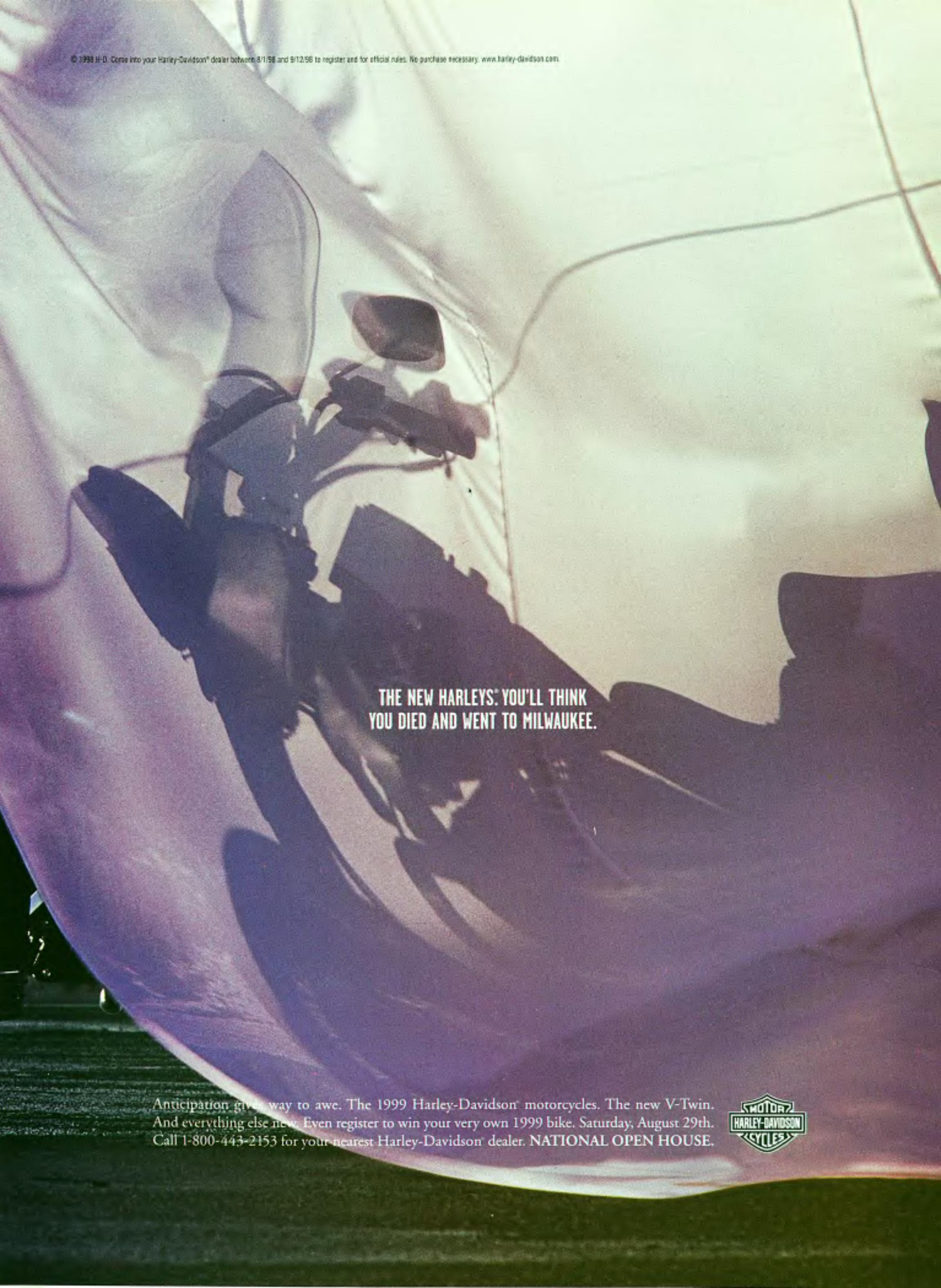
also catch Saturday afternoon's Miss Rockin' On The River contest, put on by *Easyriders* of Las Vegas and the Belle. Mishel Thorpe of Laguna Hills, California, sported the sash for Miss Rockin'-est. Then there was Saturday night's Ms. Laughlin River Run at the Flamingo, won by Adriana Walker from Riverside, California. First-timer Kerry Dowd, a student at the Motorcycle Mechanics Institute, felt kinda down about not makin' the bikini contest cut, but then she just happened to get picked for some *Easyriders* and *Biker* photos in front of the Belle on some Denver's Choppers masterpieces. With that, she and her travelin' sister Patti Chain (also a student at MMI) learned first-hand just how fickle Lady Luck can be.

Joni Anderson of Fairfield, California, found that out too, when she rode off on a 1998 Heritage Classic she won at the Pioneer Hotel on Saturday. Pamela Standingwaters did her one better when she nabbed the grand-prize package of a 1998 Dodge Ram pickup, a Kendon trailer, and a '98 Harley-Davidson Softail Custom at the Ramada Express.

We wanna give special thanks here to Cliff Diamond, who bailed out a grateful *Easyriders* staffer with cell phone service from his dealership (The Cellular Center) in Vegas. Cliff's Eddie Trotta knockoff Softail turned almost as many heads as Lisa Weber and Tara Kellogg. These two shirt-stretchin' blondes had driven Cliff's Viper down to see just how long they could stay sober in a biker party town. The contest lasted five minutes ...

If you've never been to the Laughlin River Run, you owe yourself the ride. Come in at night, and the shimmering desert looks like the Emerald City. And if lady luck really smiles on you, and you're fortunate enough to meet longtime riders like Nevada Roze and Panhead Billy, your party will be all the better for it. See ya in '99.

—Captain Trash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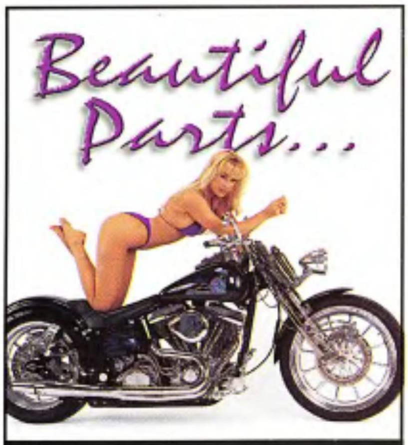

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TalkingTech

PANHEAD PRESSURE

I bought a '61 Panhead that had been in an accident. It was T-boned on the left side, which damaged the cooling fins on both of the heads as well as the cylinders. The motor still ran fine, but I was concerned about the heat and the aesthetics of the motor. I bought new heads from STD that allow me to run the oil through the cylinders or externally. I would like to run the oil externally, but my right-hand case is not drilled for an external line. I would rather not have to do the drilling unless I have no other options. In one of your *Tech Tips and Tricks* books it shows running lines from a tee off of the oil pump where the oil-sending- unit mounts. Can this be done with my bike? I will be using an S&S oil pump and an oil pressure gauge. I'd appreciate any help you could give me on this.

Kevin McCauley
Clawson, Michigan

My bro Doug Linscott at STD told me about a couple options you have with their heads. Since their heads have universal head bolt patterns you can run Shovelhead cylinders if you like. Anyhow, running the oil externally is pretty simple. Doug says you'll need to plug the oil pressure passages in the heads by tapping them and threading in a 1/4-20 set screw. This will block the passage so that you can run the oil pressure externally. To accomplish this, you can get an adapter fitting that takes the place of the tappet screen plug and use that to feed the heads. Run a line from the new fitting up between the cylinders and tee it to each head. You'll notice the 1/8-NPT pipe plugs in each head below the intake. Those are where you feed the heads externally with oil pressure. As far as Doug was concerned, feeding the heads from the pressure sender area on the oil pump will over-oil the heads.

SPEEDO SWAP

I got my hands on one of those 5-speed in a 4-speed case trannys to replace the one in my old Shovel. Pisser is, since the 4-speed had the speedometer drive in the tranny, I'm left with no place to drive my speedo. Do I need a special front wheel off a late-model bike to drive the thing, or is there an easier way?

Dennis Carlin
Atlanta, Georgia

We ran into the same problem with Oil Can's Shovel. Brian at My Garage in Ventura, California, (805) 339-9448 filed a slot in the front rotor for the drive tang to fit into. This should solve your tranny-driven speedo problem. Custom Chrome makes a universal speedo drive kit that will also work in this application. You'll probably need to see your H-D dealer to find the speedo drive that has the proper length wheel spacer attached to it. When you find the right one (there are many of them), make sure your front wheel spacing is correct and centered.

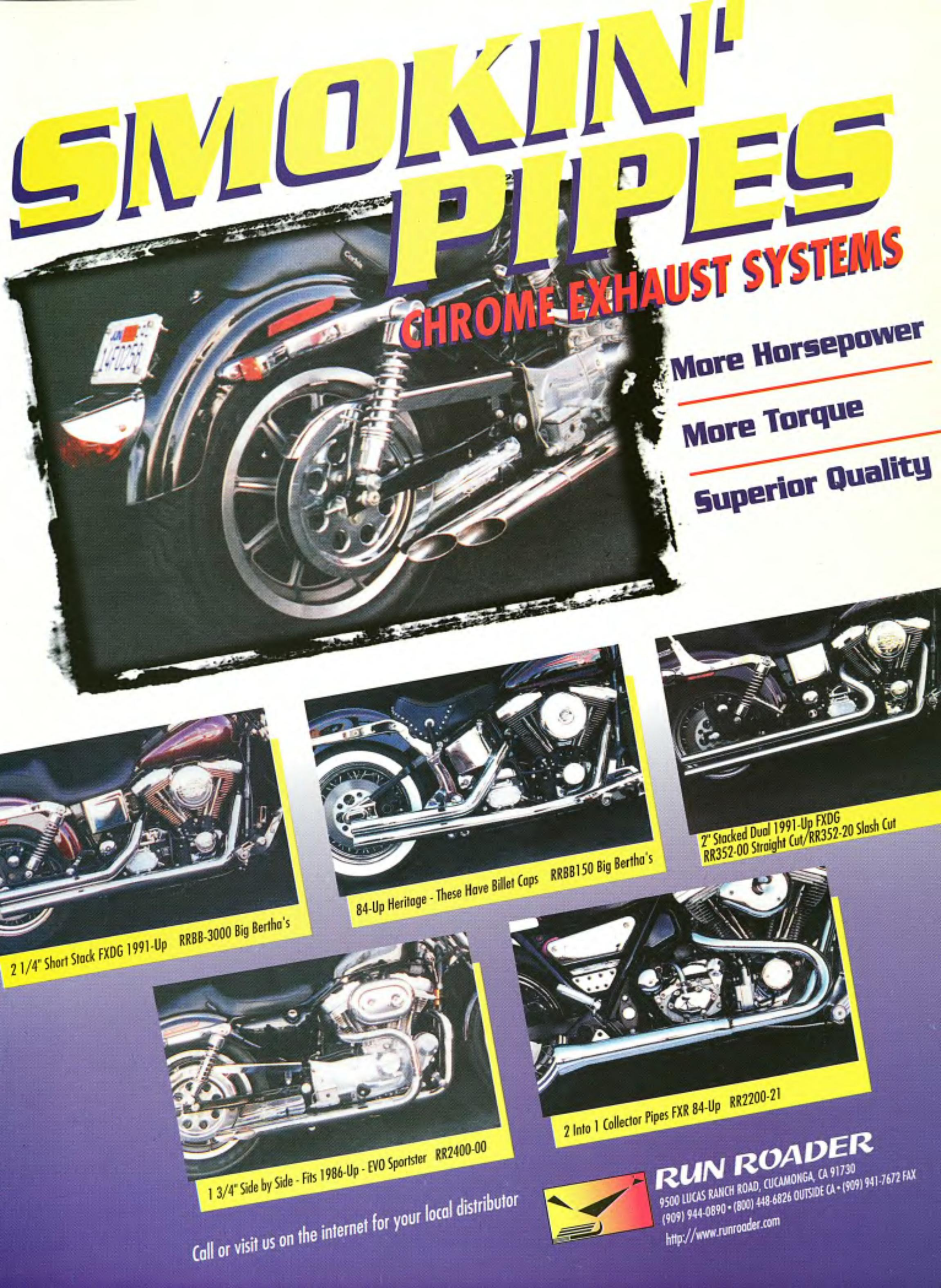
ALARMING SITUATION

Living in the city, I have my concerns about my bike's safety. Sure, I know the old saying, "If they want it, they'll get it," but as a possible deterrent (besides a gun) are there any good alarm systems for bikes? I have seen several, and they all crap out after none-too-long, leaving you with no peace of mind. Anything you know of?

Mike Crawford
Miami, Florida

Yeah, I know about those bike alarms. There's one made by Ungo (a Clarion company) that has some pretty sophisticated features and an overall size of only 3x3.25x.75 inches, so it's easy to install on a bike. If you're worried about your car or truck's safety, Ungo has a system for that as well. Your local car stereo shop that sells Clarion products will carry this alarm system. The best protection are your eyes and constant vigilance.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



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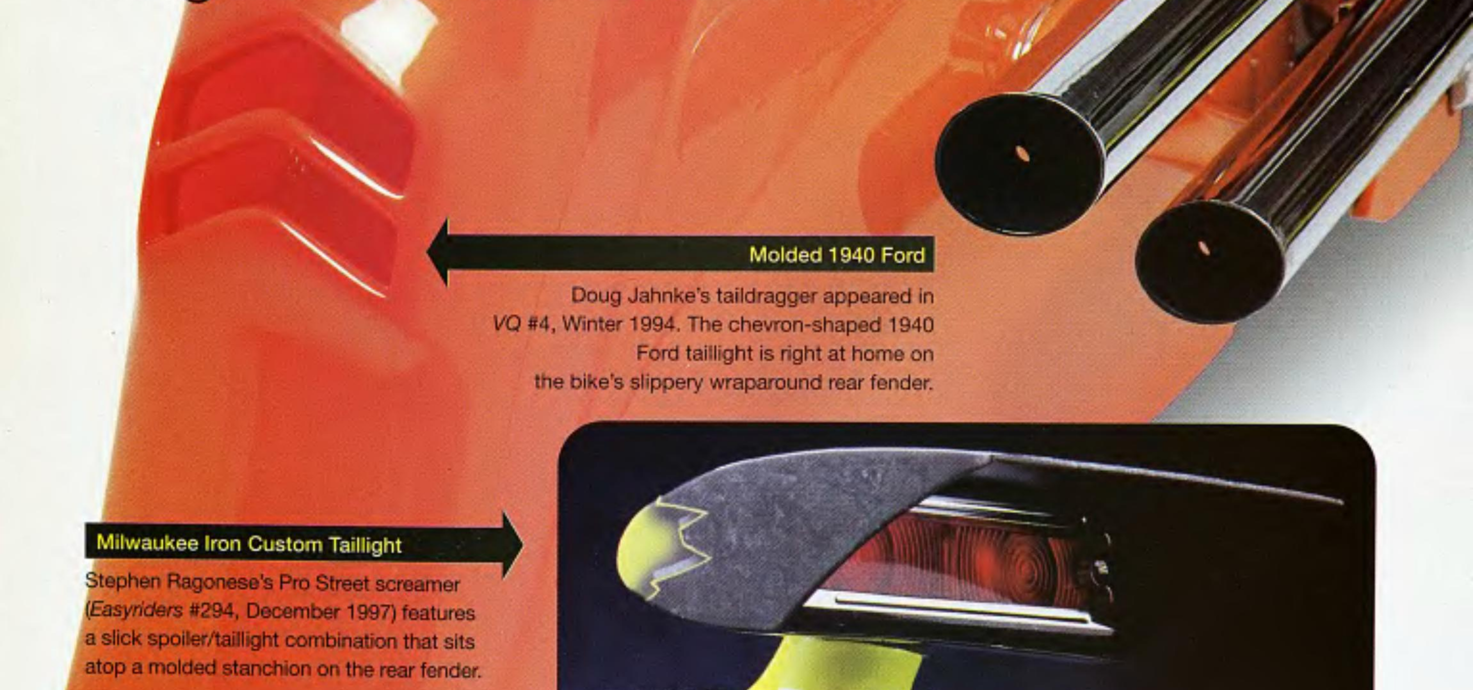
A BRIGHT RED TAILLIGHT

That's sometimes all you see of the ground-hugging custom bike that blasts by you, leaving you feeling like you're standing still, as it thunders away over the next hill. A taillight can leave a lasting impression, and should not be overlooked when designing a custom motorcycle.

The taillights originally installed on the first cars and motorcycles were primarily safety features, and were designed with little consideration for style. They were either bulky and awkward, or tiny and flimsy. Fortunately it didn't take long before they were gracefully integrated into the vehicle's overall design, giving us some all-time classics such as Harley-Davidson's "tombstone" taillight and Ford's 1939 "teardrop." →

Imagination Leads To Innovation



Molded 1940 Ford

Doug Jahnke's taildragger appeared in *VQ* #4, Winter 1994. The chevron-shaped 1940 Ford taillight is right at home on the bike's slippery wraparound rear fender.

Milwaukee Iron Custom Taillight

Stephen Ragonese's Pro Street screamer (*Easyriders* #294, December 1997) features a slick spoiler/taillight combination that sits atop a molded stanchion on the rear fender.

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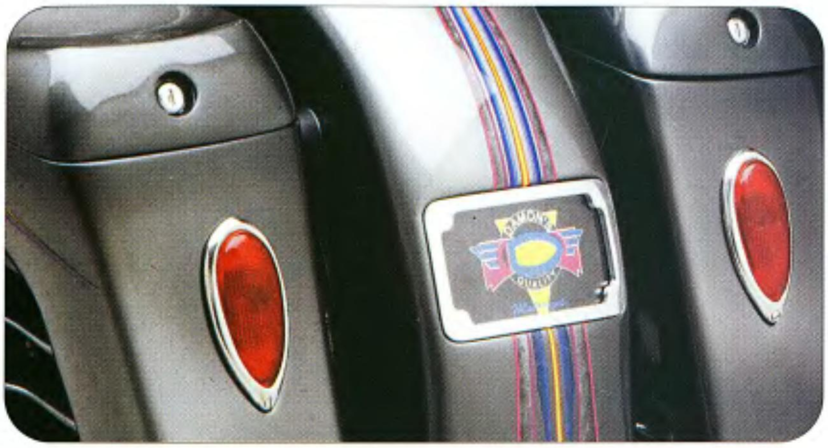


Classic 1939 Ford

A favorite among hot rodders and bikers alike, these 1939 Ford taillights look sharp on Alan Shapiro's custom dresser. Alan's bike appeared in *VQ* #9, Spring 1996.

Molded 1939 Hudson Taillight

Kenny Boyce molded in a rarely seen, 1937 Hudson taillight for Bob and Karen Cashwell's 1995 Pro Street. The bike was featured in *Easyriders* #284, February 1997.

Milwaukee Iron One-Off Taillight

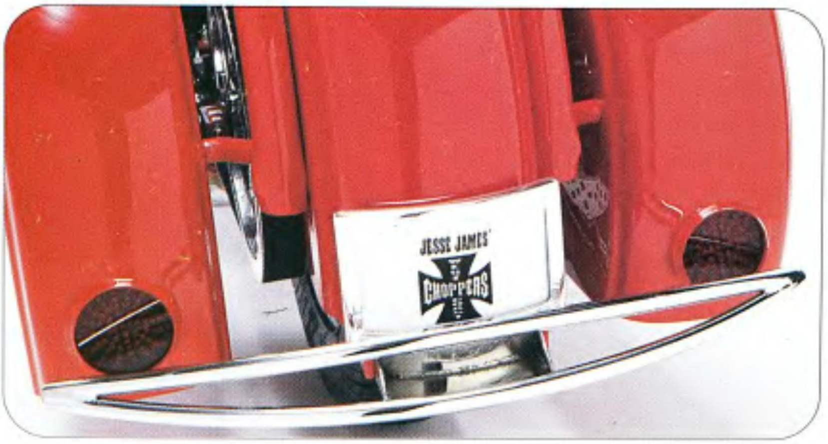
Randy Simpson fabricated a very original taillight and license plate frame for Bandit's "Dicey Knuckle," featured in *Easyriders* #266, August 1995.

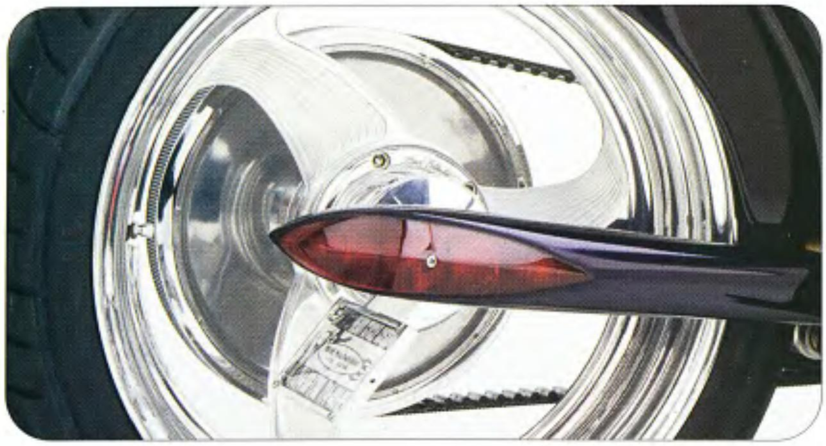
The Tombstone

An eternal member of the taillight hall of fame, the tombstone will give any bike that nostalgia feel. That's what it does for Mark Blakley's Heritage Softail, featured in *VQ* #20, June 1998.

Molded LED Custom Lights

These powerful custom LED lights was fitted to Bandit's bad-ass, bare-bones Touring Chopper. They were created from scratch with LED elements by American Legends in Phoenix. The bike graced the glossy pages of *VQ* #19, April 1998.





Flush-mount Handmade Lenses

Mike "Far Out" Maldonado projected custom bike building standards to new heights, when he released his slippery California Spider. See more of this outstanding "liquid metal machine" in *VQ* #20, June 1998.

Custom Ducktail Light

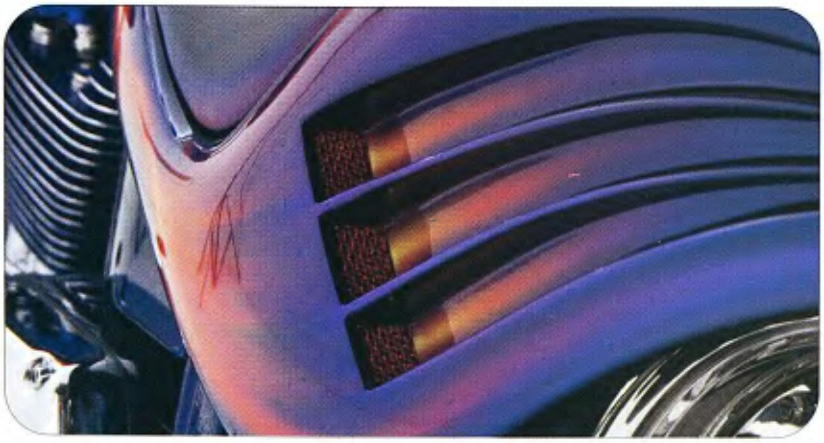
This wraparound treatment uses the Softail's stock rear fender, and takes it much further. Custom Cycle Engineering applied this cool trick—and many others—on a 1993 Softail, featured in *Easyriders* #277, July 1996.

Maltese Cross

What conjures up visions of traditional choppers better than a Maltese Cross taillight? How about a Maltese Cross with a blue dot? Earl "Taz" Gill's bike has it all, in *Easyriders* #298, April 1998.

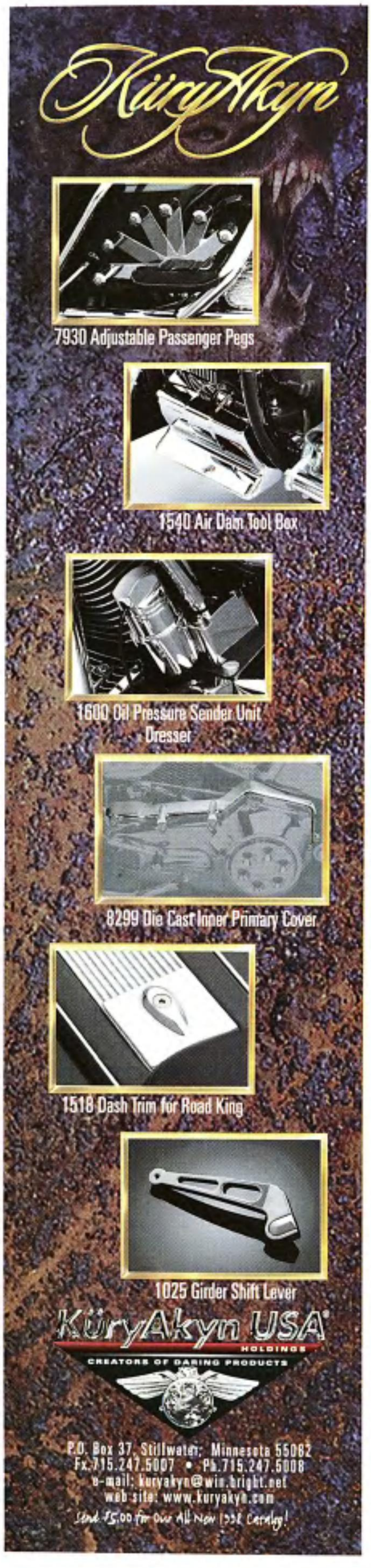
Skull/Tombstone

Can you say attitude? Jeff and Cathy Moroni's Knucklehead will give you plenty of it. We featured their rigid road ruler in *Easyriders* #294, January 1998.



Scalloped Custom Lights

Dave Sturlic selected a Technoplus rear fender with integrated lights for his 1996 Special Construction Softail, featured in *VQ* #20, June 1998.



1957 Chevrolet

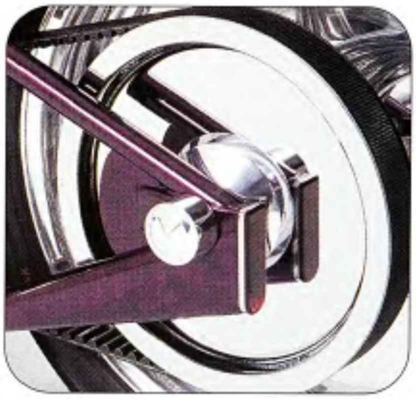
Why be subtle, when you can pull off an outrageous idea? Arlen Ness knows a bit on the subject, as he shamelessly fused two classics to create these beauties.

Sparta

Randy Simpson used another classic—the old Sparta taillight—for his '82/'93 Special Construction bike, featured in *VQ* #5, Spring 1995.

Flush-Mount Custom Lights

If you can't buy it, make it. That's just what JayBrake's Jay Brainard did on his high-tech custom Harley, featured in *VQ* #7, Autumn 1995.



Flush-mount Custom Lights

Don Hotop molded an elegant taillight and casing to the frame of Grady Pfeiffer's rigid stroker, featured in *Easyriders* #296, February 1998.

Catseye

Whether it comes standard or billet, the catseye is a true classic. Paul Yaffe used it on Vince Heppler's 1996 Harley, featured in *Easyriders* #285, March 1997

Custom Tunneled

Ron Englert buried a pair of round bullets into the intricate fender of Bob Lowe's Evil Twin, featured in *VQ* #10, Summer 1996.

Today, aftermarket accessory suppliers provide the custom builder with an unprecedented selection of taillights, with dozens of sizes, styles, and finishes to choose from.

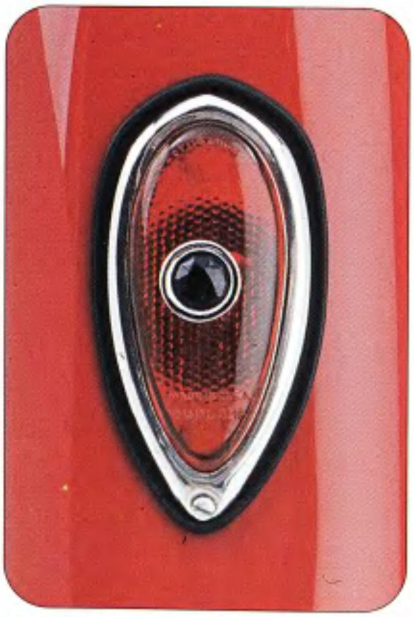
If all these options weren't enough to leave you dizzy when it comes time to select "the right one," consider using vintage or contemporary automotive units. Go to your local auto swap meet to browse. Use your eyes; you could easily find an orphan taillight that's got your name on it. Car taillights can be mounted as is, flipped upside down, or even frenched and molded into the rear fender, frame, or swingarm, for a distinctive look.

Another suggestion: If you need inspiration, look to completely different fields for a change. Think bicycle, scooter, boat, or even farm equipment. You never know what you may find when you really start looking around for innovative ideas.

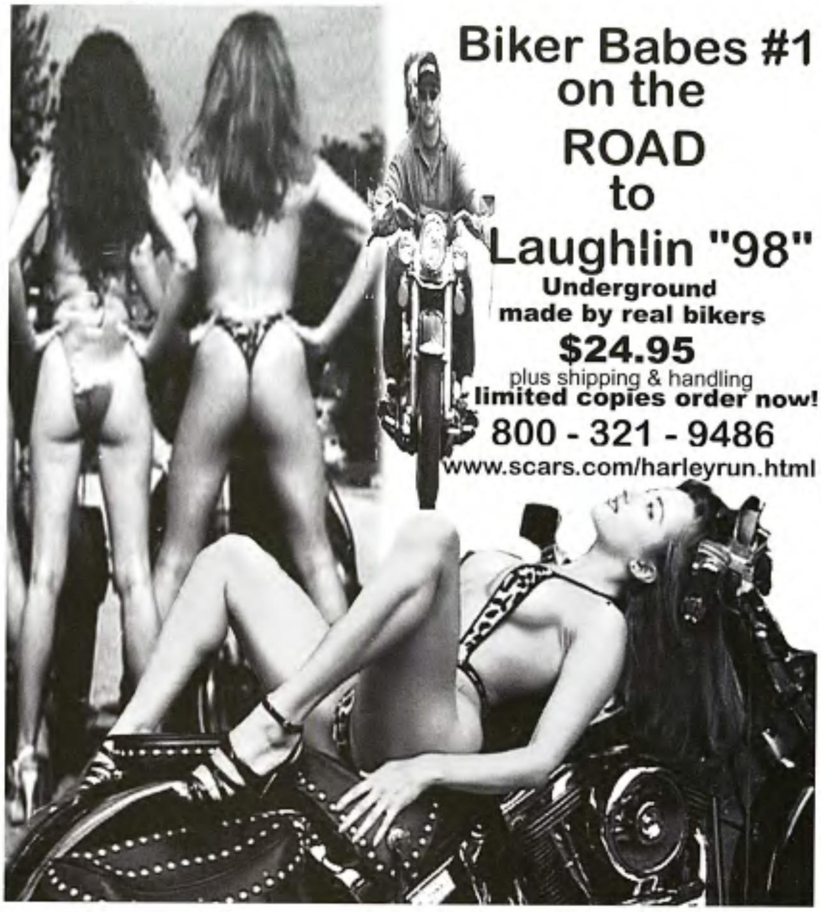
Finally, if no taillight produced this side of the Milky Way seems to fit your needs, you can always fabricate your own out of steel tubing, bar stock, sheet metal, and plastic.

We recently browsed through our photographic archives and selected for your consideration a few examples of interesting taillight treatments. We have stock, modified, and aftermarket motorcycle taillights, car taillights, as well as outstanding one-off creations. Take a look to see if some of these ideas apply to your bike, and remember that you are only limited by your own imagination.

—Lafayette



Like icing on a good cake, a blue dot adds a touch of nostalgia to this 1939 Ford teardrop light. T.J. DelCarlo's taildragger Harley appeared in *VQ* #20, June 1998.



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Overlord

Hardtail From Hell

It's a common misconception that working for bike magazines is exciting, even glamorous. Sure, such jobs have their perks, like hanging around the world's flashiest and fastest modified motorcycles. Or rubbin' up against gals so gorgeous you have to sign a medical waiver absolving the company of all responsibility in case you croak from just lookin' at 'em. But lemme tell ya, the work isn't all polished pistons and titanic titties—not by a long shot.→

The Over Lord

In fact, this very feature is an example of the deadly dangers faced during the rigors of finding classier customs, badder bars, better bikes, and huger hooters. It is not unheard of that moto-journalists contract severe cases of mensentetum maligroso, sometimes called diurnal disorientation, commonly known as Saint William's Crapulence. Tragically, this affliction strikes down magazine staffers who must work on issues two or three months in advance of the on-sale date.

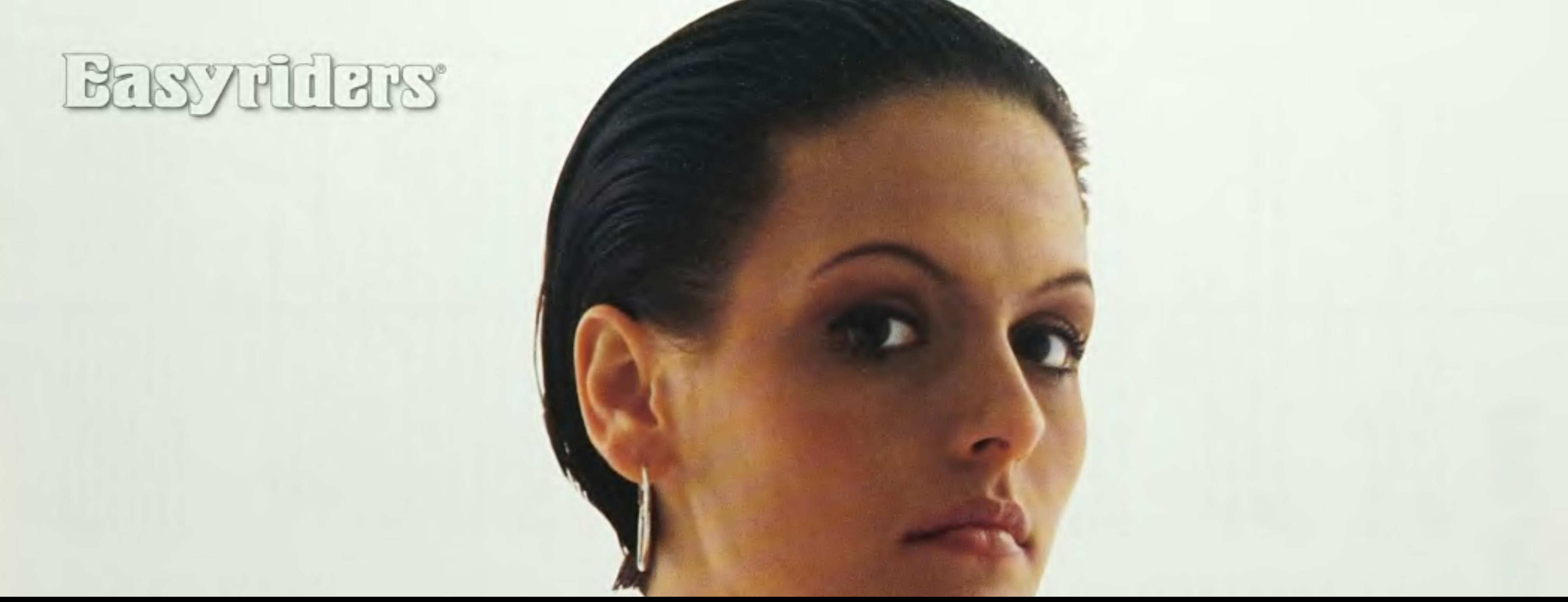
Like victims of jet lag who forget whether it's time to hit the sack or head for the office, sufferers can't remember whether it's the season to deck the halls or ride to Sturgis. After years of shooting Christmas photos during the dog days of August, and writing about summertime runs while March winds howl, these poor wretches don't know whether to scratch their watch or wind their butt.

All right, so it's not Halloween—cut us some slack and play along, OK?

Gator "I Don't Need A Speedo—I Got A Ponytail" Gustave is the proud owner of Overlord, this magnificently menacing cemetery chopper, as well as co-owner (along with partner, Mike Ellul) of MNK Custom in Mokena, Illinois. Gator made the special fenders, the stretched gas and oil tanks, and gave the bike its distinctively deep blue paint job, while the motor for this sepulchral scoot was built by Joe Flynn at Midwest Thunder. When this macabre masterpiece isn't blowin' hellfire through its eidolon exhausts, torchin' the Tarmac with 98 cubes of demonic displacement, it's knockin' down first-place honors at bike shows.

By the way, the idea for this lurid layout also came from Gator's morbid mind, and I'm sure the sinister cemetery setting will raise somebody's goose bumps. But it's model Hollie, the black-clad babe posing with Overlord, with the gaze that says, "Get too close and I'll bite it off!" who's raising something on me—and it sure ain't goose bumps.

—Putrefyin' Phil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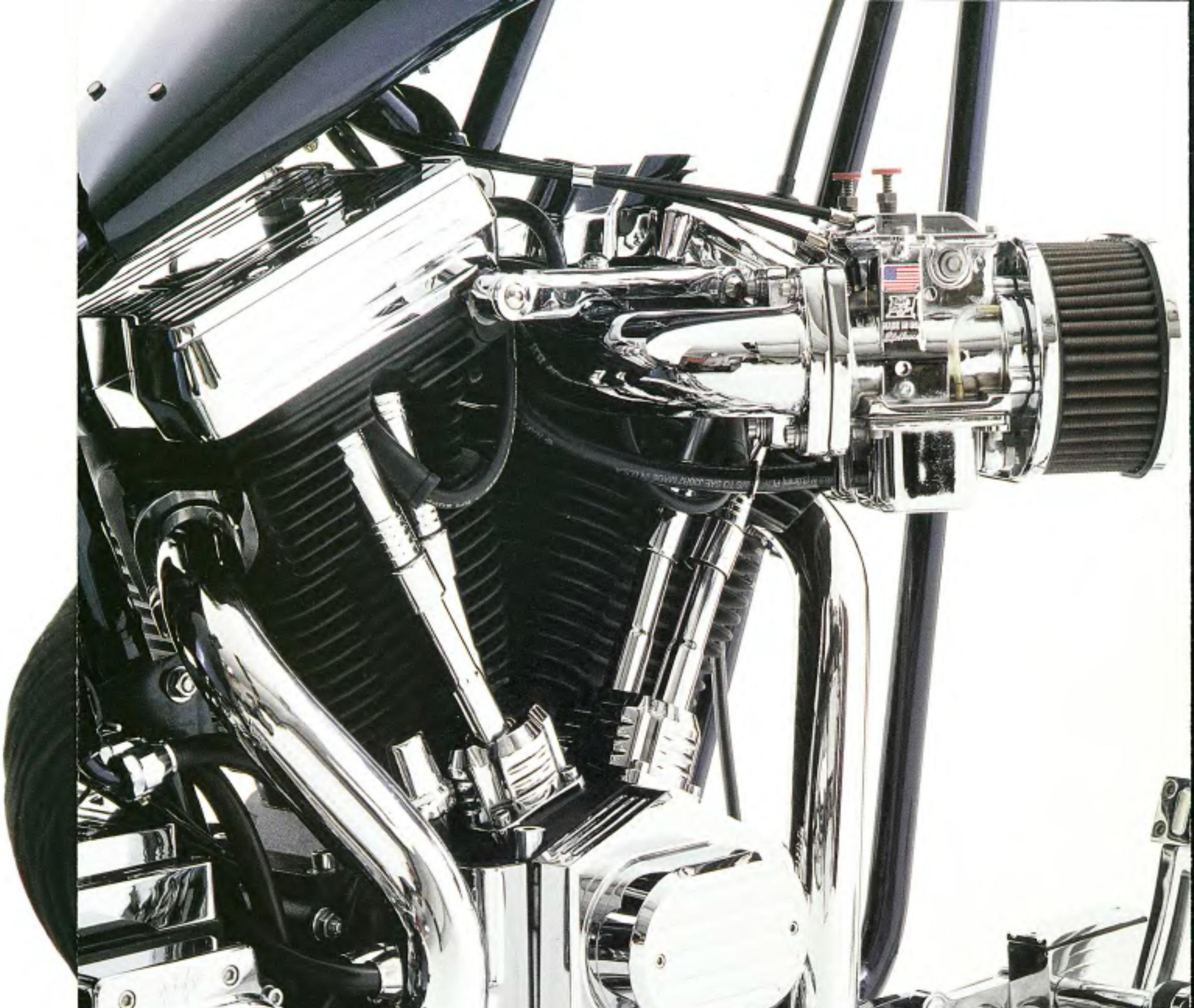

GATOR 9
ILLINOIS

passin' gas

Fast Freddie and Crusty tried out bungee-jumping at a fair one day, and afterward Fast Freddie had a brainstorm. "You know, Crusty, we could make a pile of money running our own bungee-jumping business down in Mexico, don't ya think?"

So the two bros pooled their life savings and bought everything they needed: lumber for a tall scaffold, bungee cords, harness, etc. They were soon setting up shop on the outskirts of a small Mexican border town. As they began erecting the scaffold, a small crowd of curious townspeople assembled to watch the two *gringos* at work, and before long they were surrounded by hundreds of fascinated looky-loos. Fast Fred and Crusty grinned happily at each other—there'd be customers aplenty, they figured.

The tower completed, it was time for a test jump. A true showman, Crusty donned a brightly colored costume, slipped on the harness, and they both confidently climbed to the platform. Smiling, Crusty spread his arms wide as if preparing to fly, and jumped. The crowd cheered wildly.

Crusty reached the end of the cord and rebounded high into the air—and that's when Fast Freddie noticed that his partner appeared to have blood running down his face. Fast Freddie tried to haul his bro back to the safety of the platform before he dropped again ... but missed.

The crowd, even louder now, waited below with outstretched arms, seemingly to rescue the wounded jumper. On the second rebound, Fast Freddie beheld Crusty screaming in agony and covering his face with his hands as best he could. Horrified, Fast Freddie was finally able to grab the bungee cord and haul his buddy back up to the platform.

Crusty was in terrible shape: a dozen busted bones, eyes swollen shut, bleeding like hell, and damn near unconscious. "What happened?!" exclaimed Fast Freddie. "Was the cord too long?"

Crusty shook his battered head. "No, the cord was fine," he said, "but what the fuck is a *piñata*?"

Doc Tillis
Down In The Mouth

Have you heard about the Bisexuality Discrimination Bill that's now being debated before Congress? Word on the street is that it could go either way.

El Vee
El Lay

Wolf's ol' lady is so depressed he takes her to see a psychiatrist. He waits outside while the shrink is checking her out, and then he's called into the doc's office.

"In my opinion," the nutcracker tells Wolf, "your wife is suffering from acute manic depression, as a result of not getting enough sex to fulfill her inner needs and self-esteem."

"What can I do?" asks Wolf.

"I recommend that your wife should receive sexual attention at least ten times a month."

"Fair enough, doc," Wolf agrees. "Put me down for two."

Shark
Circling in Simi

Why does the law prohibit sex between attorneys and their clients?

To prevent clients from being billed twice for essentially the same service.

Cassiem
The Internet

What's the difference between sticking a key into a Japanese bike's ignition switch and sticking a finger into your ol' lady's butt?

The finger will start something.

Ed the S Man
Alaska

Two bikers are chugging some suds at the local watering hole. "Man, I'm telling ya, my ol' lady has the hairiest armpits I've ever seen," says the first bro.

"So what?" says his buddy. "A lotta chicks have hair under their arms."

"Yeah, maybe so," says the first, "but my ol' lady looks like she has Don King in a headlock."

Steven Caughorn
Huntsville, Texas

Fat Frank, Reno, and Tiny were sitting ringside at the strip joint. The hardbelly on the stage pranced up to them and bent over, sticking her ass into their faces. Fat Frank laughed, licked a five-dollar bill, and stuck it on her butt.

Not to be outdone, Reno pulled out a twenty, licked it, and pasted it on her other cheek. This drew hearty cheers from all the other biker customers.

Tiny yanked out his wallet, looked inside, and abruptly realized he was flat out of folding money. Thinking quickly, he whipped out his ATM card and slid it down the crack of the stripper's ass, then plucked off the bills and tucked them into his wallet.

XXX Rex
Port Charlotte, Florida

Morris Greenberg was deeply concerned with the way his son had turned out, so he went to see his rabbi.

"I brought the boy up in the faith, spent a fortune to educate him," explained Greenberg, "and after all that, he decided to be a Christian. Where did I go wrong?"

"Funny you should come to me," said the rabbi. "I, too, brought up a son in the faith, put him through Yeshiva University, costing me a fortune. Then one day he tells me he has decided to become a Christian."

"What did you do?" asked Morris.

"I turned to God for the answer," replied the rabbi.

"And what did God say?"

"He said, 'Funny you should come to me ... '"

Risky Dave
Ogden, Utah

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Owner: ....Gator Gustave
City: ....Matteson, Illinois

General

Fabrication: ....Gator
Year/make: ......'97 custom chopper
Model: ....Hardtail
Assembly: ....Gator
Chroming: ......Southwest Chroming

Engine

Year/model: ....1997 S&S
Rebuilder: ....Midwest Thunder
Ignition: ....Crane Hi-4
Displacement: ....98 cubic inches
Lower end: ..S&S/Midwest Thunder
Pistons: ....S&S
Cases: ....S&S
Heads: ....dual-plugged STD
Cam: ....Andrews EV27
Carb(s): ....dual QwikSilvers
Pipes:........................upswept drags
Modifications: ...balancing by Midwest Thunder, K&N air cleaner, JIMS lifters

Transmission

Year:...1997
Modifications: ......3-inch Primo belt

Paint

Molding: ....Gator/MNK Custom
Painter: ....Gator
Color/type: ......midnight blue pearl/ House of Kolor
Special paint: ....Ross

Frame

Year/builder: ....1997 custom
Type: ....rigid
Modifications: ....42-degree rake, 10-inch stretch

Accessories

Bars:...drag
Risers: ....Custom Chrome
Handlebar controls: ....Ness
Fender(s): ....Gator
Headlight: ....Ness
Taillight: ....LED, catseye
Dash: ....nope
Pegs:.......................Billet Concepts
Foot controls:..........Billet Concepts
Electrics: ....Midwest Thunder

Gas tank:.............Custom Chrome, stretched
Oil tank: ....horseshoe with Gator flaps
Oil system: ....S&S
Seat: ....Gator/Holy Cow
Mirrors: ....Pro-One
Grips: ....Billet Concepts

Forks

Type: ....wide glide
Builder:.......................................Tolle
Modifications: ....20 over, adjustable trees

Wheels

Front

Type:.....................................Sturgis
Size: 21-inch
Tire: ....Avon
Brake: ....ISR

Rear

Type:.....................................Sturgis
Size: 16-inch
Tire: ....Avon
Brake: ....dual ISR

Photos: ....Chuck Emery

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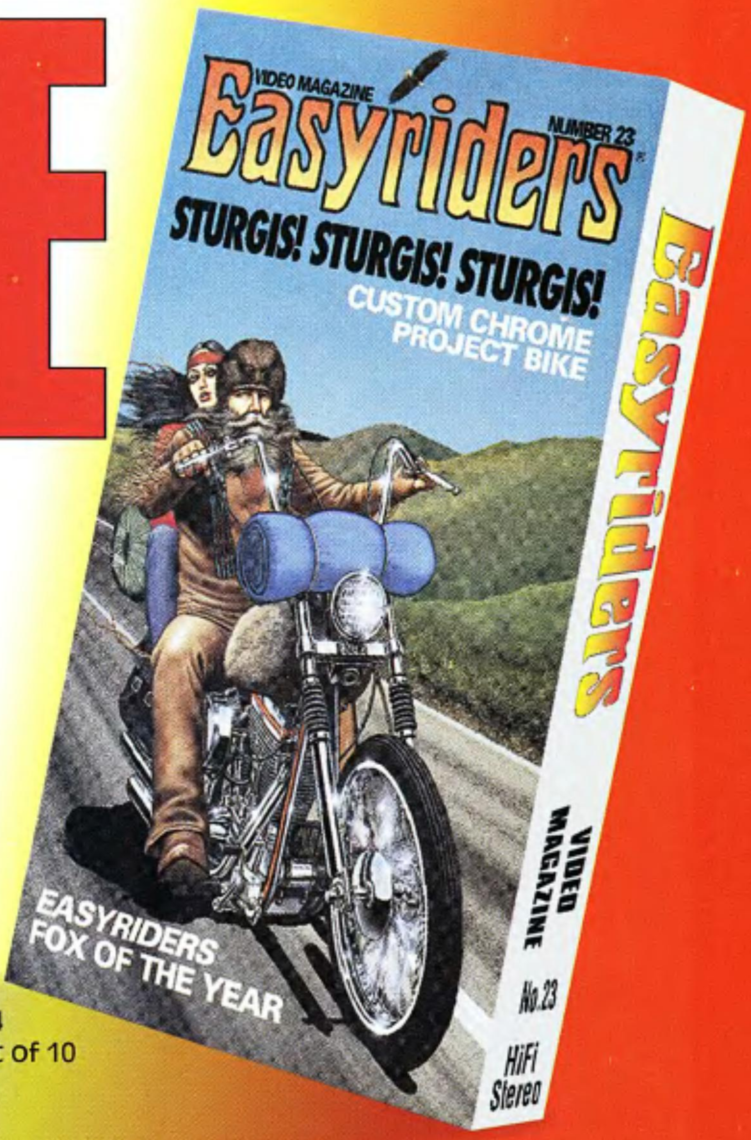

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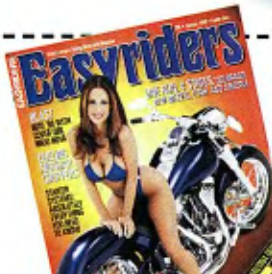

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Richard Petty
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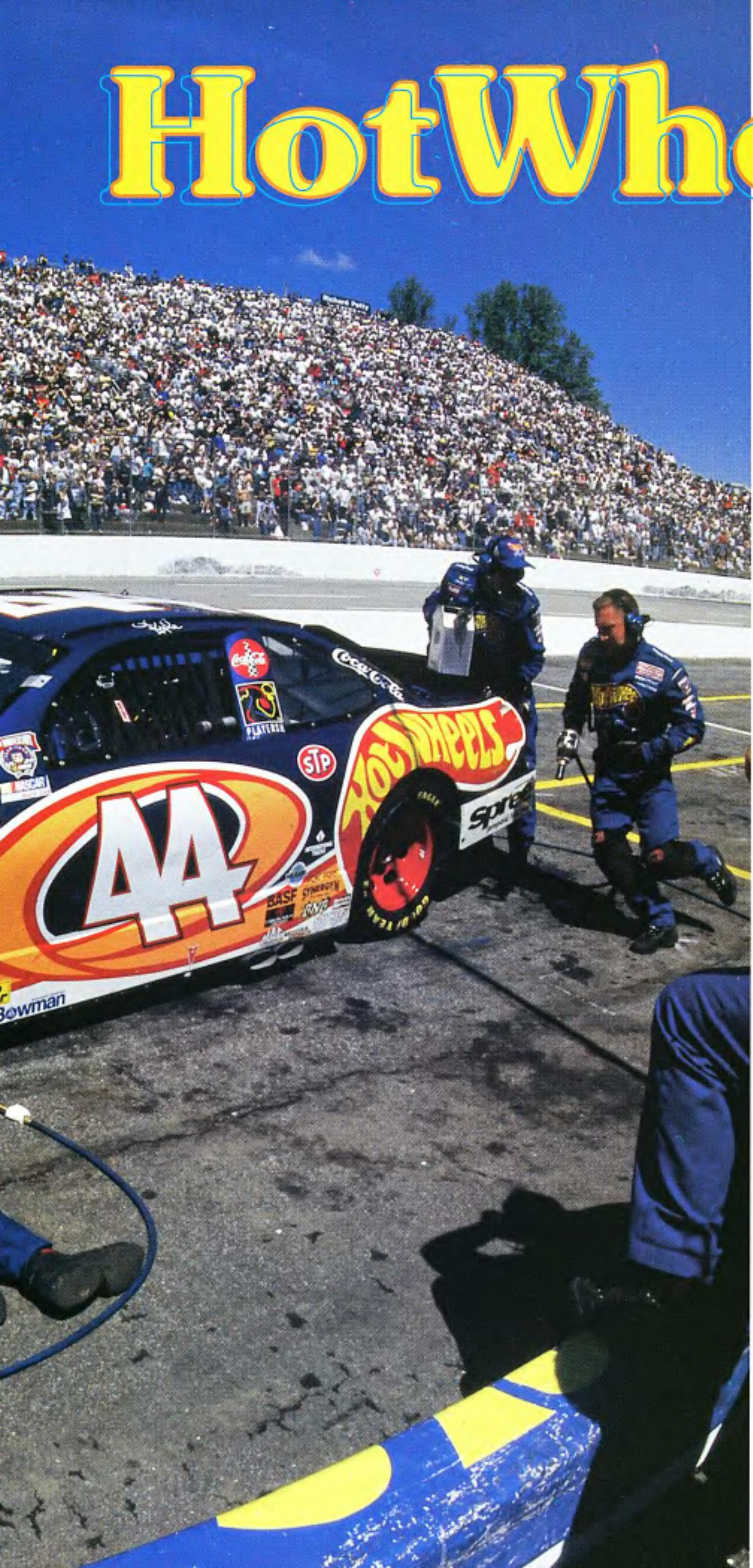
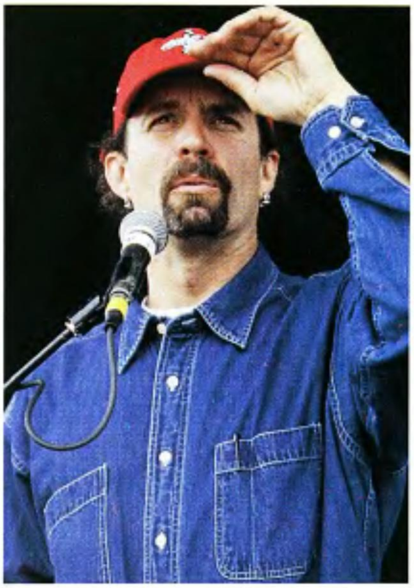
THE LIFE AND TIMES OF KYLE PETTY



Kyle Petty, famed NASCAR driver and owner of the Hot Wheels #44 Winston Cup Series car, is following in the footsteps of family tradition. In 1986 he became the first third-generation driver to win a Winston Cup race. His



grandfather, Lee Petty, first won in 1949 and his dad, Richard, first won in 1960. Growing up in a racing family was a bit different from what most kids experience. Kyle got his first motorcycle when he was just 5 years old.

"We used to live in a big place way out in the woods, and the closest neighbor I played with was about a mile and a half away," Kyle says. "It was a dirt road so we all had dirt bikes and rode up and down the highway. Not only were those motorcycles fun, they got you where you needed to go—faster!" Kyle started small. "I had an 80cc, a 125cc, and a 250cc when I was in the third grade, so I've had motorcycles for a while," he says. "It seems like I've been around Harleys just as long. When I was a kid, Uncle Randy, my mother's brother, bought a Sportster." That was the beginning of his Harley experience. "I've always had Yamahas for dirt bikes and Harleys for road bikes," Kyle admits.

Between 36 major Winston Cup →

racing events, his family, and charity work, including Kyle Petty's Ride Across America, Kyle still finds time for riding. There are 47,240 miles on his current Hot Wheels Harley Softail, and Kyle keeps his knees in the breeze as often as possible. A lot of those puttin' miles are logged on his way back to the track.

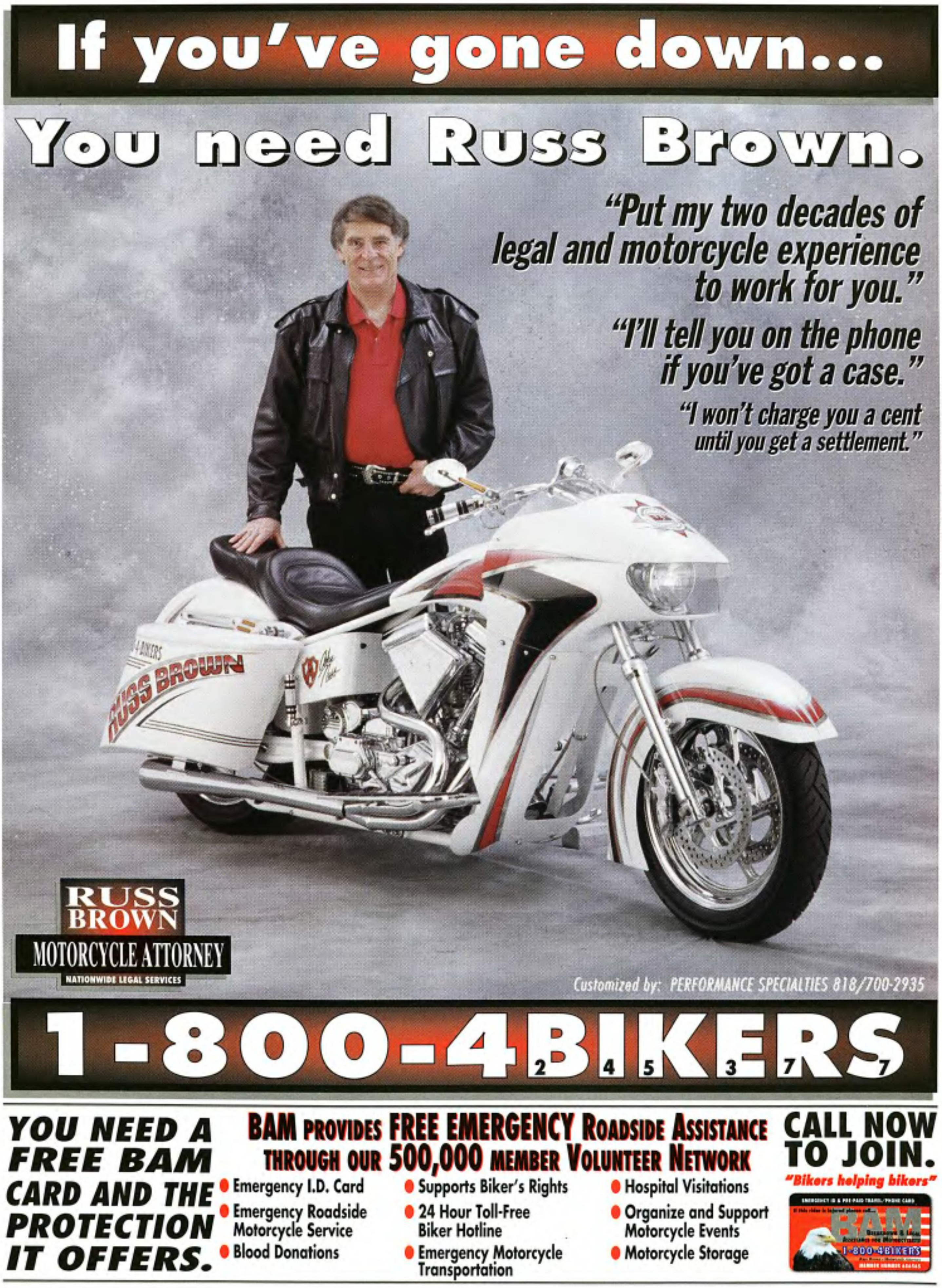
On the oval, Kyle contends with speeds pushing up to 200 mph and fierce competition from other racers. Then there are the pressures of owning and racing a car on the NASCAR circuit. So when he gets a chance to jump on his scooter, it is a welcomed change of pace. Out on the road, he can clear his mind, relax, and let the bike roll him away.

Kyle has never raced bikes and has no desire to. "This is not competitive," he says. "This is relaxation." His wife, Pattie, also rides, as well as his three children, Adam, 17, Austin, 16, and Montgomery Lee, 12. Adam is following in his father's footsteps and could well be the fourth-generation Petty to take the Winston Cup. He is beginning his racing career in the ASA series.

Photos: Pam Proctor, Ernest Masche, Cameras in Action

The Pettys have a spacious farm in the hills of North Carolina, complete with one barn for the horses and one dedicated to motorcycles. From his dirt bikes to an Arlen Ness custom, motorcycles have always been and will continue to be an abiding passion for Kyle, a passion we all understand and share. *—Pam Proctor*

"I say ya tell the judge that the guy was trying to steal your pool cue by hiding it up his ass."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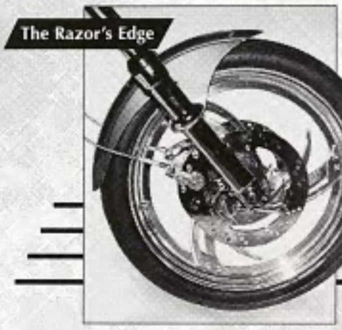
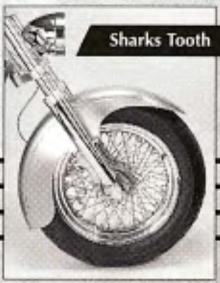


Sharks Tooth



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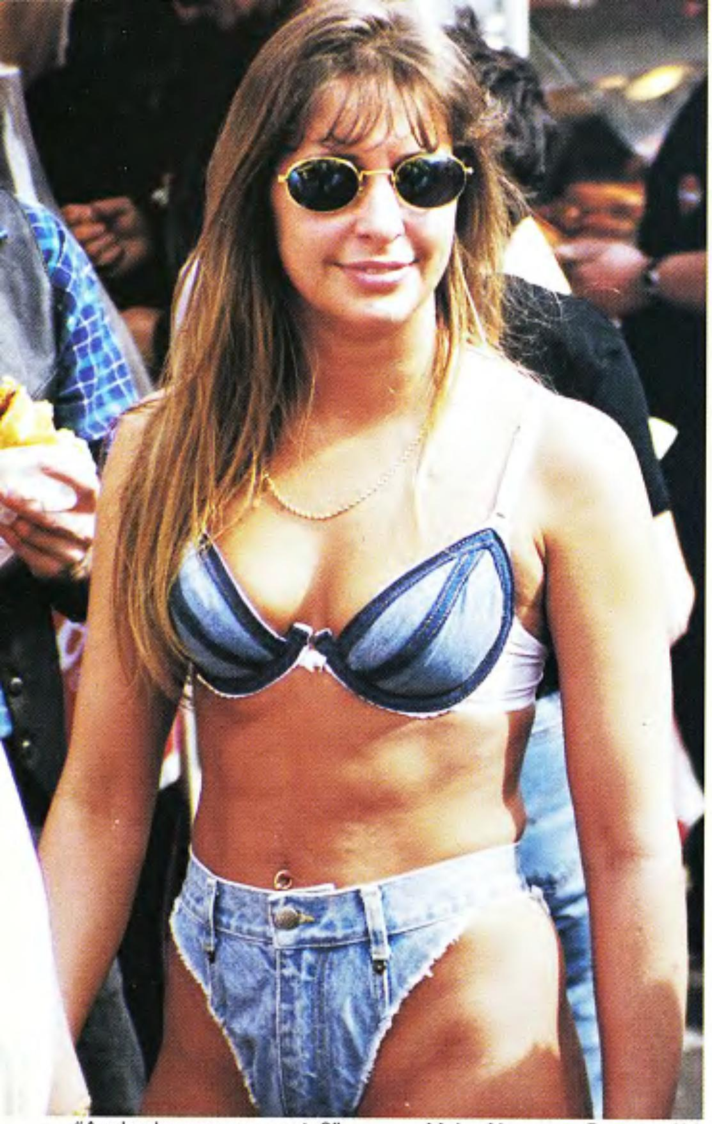
Badlands bikers snake their way. —*Mike Lichter, Sturgis '97*



"Anybody seen my pants?" *—Major Newman, Daytona '98*

"Me 'n' my bro from out of town." *—Rick Baldwin, Hamilton, Ohio*

Boston Billy's Blues Club. *—Kevin Mosesso, Key West, Fla.*

Oklahoma City Police Dept. at the Oklahoma City capitol building, circa mid-'30s. *—T. Martin, Oklahoma City, Okla.*

Hey, babe, ya got any SPF 40 sunscreen?

—Bret Brandt, Waterloo, Iowa

Road warrior drifting on the high plains. —*Mike Lichter, Sturgis '97*

Rust test. —*Tammy Wyatt, Durango, Colo.*

Friends in high places. —*David Stallings, Knoxville, Tenn.*

Trippin' through the days of summer with Kendra by Erik Ege. *—David Hackett, Prophetstown, Ill.*

Ah, nice wax job. *—Scott Wilson, Chillicothe, Ohio*

Bean Blossom Boogier. *—Maelene Grenat, Lafayette, Ind.*

Daytona derrières. *—Louis Camerota, New Castle, Del.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Easyriders

David Mann

these colors don't run... they scream

You East Coast youngsters probably don't know this, but there was a time when motorcycles were not allowed on the New Jersey Turnpike. Yep. Imagine that. Land of the free, home of the brave, state of transportation siege...

'Course you don't hear about such things nowadays, but the powers that be can't stop intrepid journalists from snarlin' in their faces. Another fine way to bark at their moon is to build a custom scoot that takes the '50s chopper look and morphs it into a '90s ground-pounder. Bill Schlieman is one such big dog, and his 113-inch S&S Supersidewinder project has teeth that'll shred asphalt from Highland Lakes to Atlantic City.

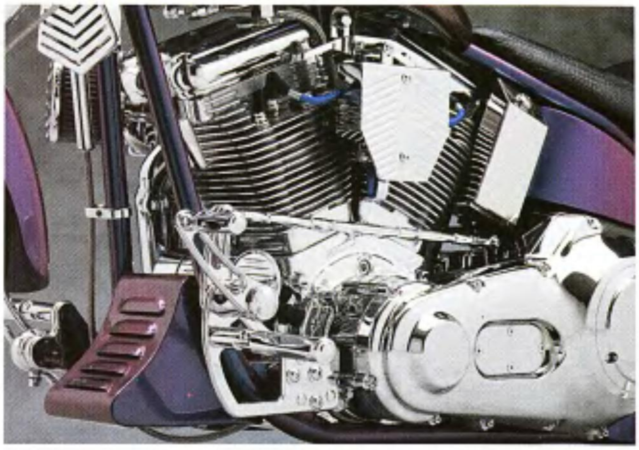
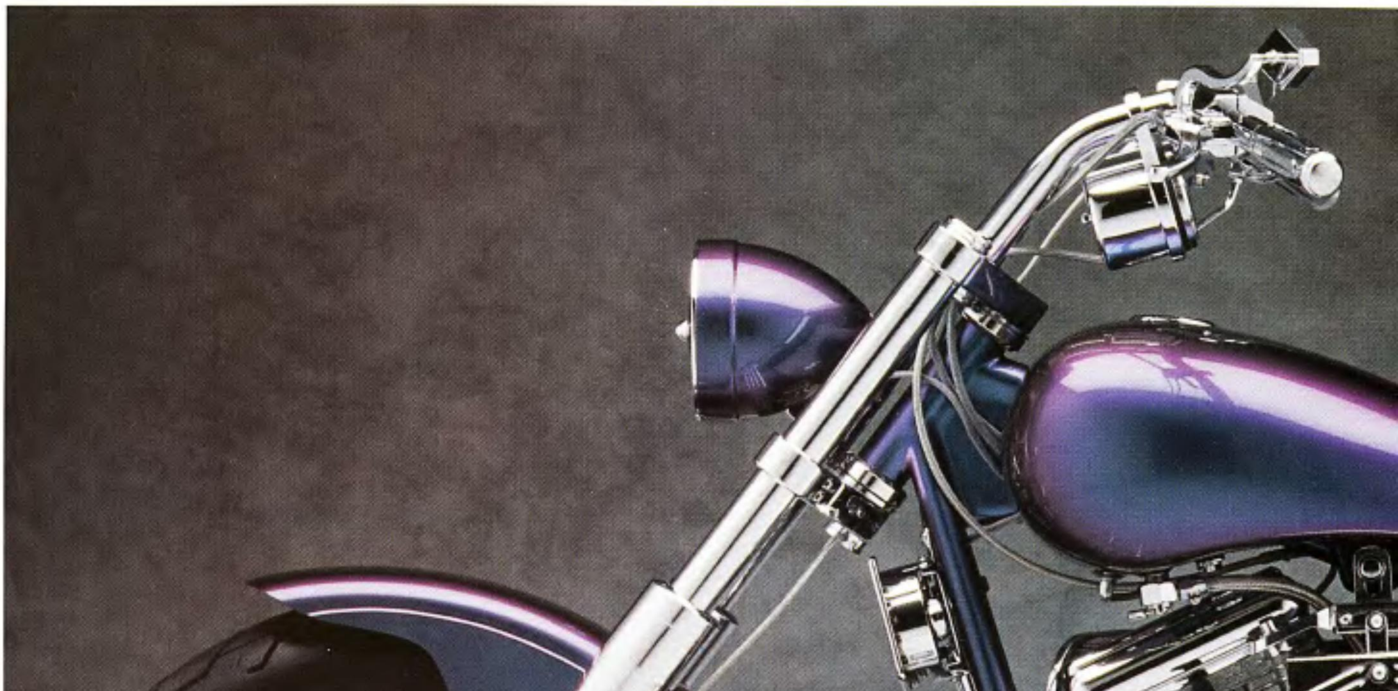
chameleon

Bill's been ridin' for 40 years and buildin' for 25, so he knows of what he speaks. In 1996, he opened a custom bike shop (The Chrome Palace in Cherry Hill, N.J.,). It was the perfect escape from the corporate world. Hell, who wouldn't want an escape after 20 years of walking around Manhattan, Philly, and Chicago with two phones stuck to your head, trying to make a living in the marketing world? So, with his shop being his own retirement gift, Bill decided to rock the world with a show-stoppin' Softail.

"We had a machinist reseat the valves and score up the intake for better flow," Bill says. "The intake and exhaust were specially treated, with the cylinders left intact at 4 1/2-inch bore. The lower end was left stock, and we used Rivera's Accelerator CAD/CAM program to design the motor changes and the custom cam [manufactured by Zipper's]."

Here are a few more particulars: Randy Simpson of Milwaukee Iron helped Bill get a certain Fat Boy look by crafting a front fender based on Bill's design of an ABS fender. The gas tank was opened up in back to fit down onto the frame more, and the seat pan is covered in cowhide embossed to look like alligator hide.

The cases, jugs, and heads were mirror polished by Pete MacLellan, with chrome powdercoating added to finish off the fins. And that's about the time Bill up and lost his mind, 'cause how else do you explain a guy letting his →

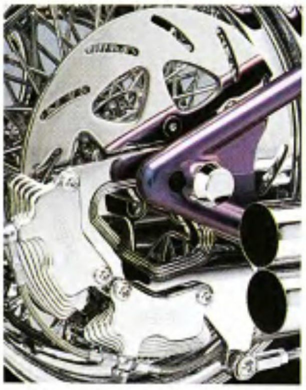



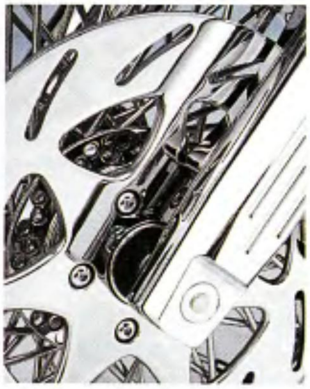
painter talk him into paying $850 for a quart of special mix?

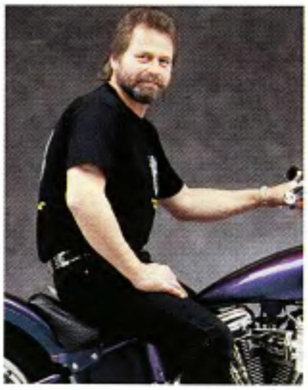
"Initially, it looked dry and flat," Bill says. "Then Charlie Pilgrim added one layer over another, shot ten coats of clear, and the result is that the tiny crystals in it change color as you move around the bike. That's why I call it The Chameleon."

Bill nailed top Radical Custom at the *Easyriders* show in Philadelphia. This bike and more of Bill's handiwork are viewable on the Internet at www. chromepalace.com. You can be sure that any guy who builds a purple reptile that looks like it's doin' 100 mph standing still is well worth your browsing time.

—Captain Trash







Owner: Ed Omert
City: Deptford, New Jersey

General

Fabrication: The Chrome Palace
Year/make: 1998 H-D
Model: Softail
Value: $45,000
Assembly: The Chrome Palace
Chroming: Kustom Metal, Pawtucket, R.I.

Engine

Year/model: 1998 S&S
Rebuilder: The Chrome Palace
Ignition: Compu-Fire
Displacement: 113 cubic inches
Lower end: S&S
Pistons: S&S 10.5:1
Cases: S&S
Heads: S&S
Cam: Chrome Palace custom, .601 lift
Carb: Edelbrock duals, 40mm
Pipes: Samson Big Guns
Modifications: balancing by The Chrome Palace, S&S lifters, Edelbrock air cleaner

Transmission

Year: 1998
Builder: RevTech
Modifications: backcut gears, Ness engine and wheel sprocket

Paint

Molding: C.P. Custom
Painter: Charles Pilgrim
Color/type: purple, blue, gold/ BASF Extreme
Special paint: rainbow

Frame

Year/builder: 1998 Daytec
Type: Softail (Daytec 200)
Shocks: Progressive Suspension
Modifications: molding, 38-degree rake, 2-inch stretch

Accessories

Bars: Carlini pullback drags
Handlebar controls: mini Ness
Fenders: Milwaukee Iron/ The Chrome Palace
Headlight: Legends
Taillight: The Chrome Palace
Dash: none
Pegs: Ness smooth radius
Foot controls: Ness
Electrics: Compu-Fire
Gas tank: Battastinis, 5-gallon
Oil tank: The Chrome Palace
Oil system: The Chrome Palace
Primary cover: H-D
Seat: The Chrome Palace
Mirrors: Beyond Bolt-On
Grips: Ness smooth radius

Forks

Type: wide glide
Builder: Pro-One
Modifications: 2 under, triple trees customized by The Chrome Palace

Wheels

Front

Type: Hallcraft
Size: 16-inch
Tire: Avon 130
Brake: RevTech

Rear

Type: Hallcraft
Size: 16-inch
Tire: Avon 200
Brake: RevTech

Photos: Mike Lichter

BEST RADICAL CUSTOM
Easyriders Bike Show Tour Philadelphia, Pa., Dec. 13, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

*"Hey, wait a damn minute—that's **my** ol' lady."*

FoxHunt

Meet April's Winner

Just a stone's throw off Interstate 70 in Ohio lies the sleepy burg of Fairborn, and there, nestled on silk sheets to deflect the summer heat, snoozes one steamin' hot Buckeye babe. Jeneile is her name and partyin' is her game. Especially if it takes place in front of a camera. She showed up at Balls' Indiana studio loaded for bear ... or was it beer? Either way, Jeneile is a gung-ho gal who was a thrill to work with. Just ask Balls. On second thought ... a quick sampling of her resumé (yes, even *Easyriders* models are gettin' their acts together with personal bios) tells us that she's been all over, from the Caribbean, shootin' a postcard in Jamaica, to various calendar girl shoots, a dirt bike racing video, and even a gig as a Coors Light Girl. Now, I'm a downstream brewski baron myself, who digs his Bud, but what revved my hops was the item listed, "Specialty: expertise in swimwear, lingerie, and nudes." *Yes!* That *is* special. Let's view her near-nudity in action, starting on page 99 with Jeff Wolfson's '88 Heritage.

—*Peanuts*

Michelle — Oklahoma

#901

"All I can say, girls, is this is one first you won't be disappointed in!"

Stacie — Maryland

#902

"My first ride was on a winding back road, going so fast I felt as free as a bird."

Wendy — Pennsylvania

#903

"My first ride was with my daddy on his first Harley. I loved every minute of it."

Tonia — Florida

#904

"It was a sunny, breezy day. I was wearing a mini skirt and a half shirt. I mounted that baby and the experience was very moving."

Chantal — Quebec

#905

"I was seventeen when we bought a brand-new 1981 Super Glide. It was so cool and low."

Autumn — Texas

#906

"My first Harley ride was on a bet. I rode naked through a mall parking lot. Needless to say, I won."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #303 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes August 1, 1998. The voting deadline for this month's crop of cuties is August 31, 1998. We'll print the winner in the January 1998 issue.

Here she is, bros, the May 1998 winner in our monthly Fox Hunt, Dawn, #502, from Indianapolis, Indiana. See more of her next issue.

303

FOX HUNT
P.O. Box 3000,
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91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

I am _____ years of age, born ______________________

I will pose Full Nude ______________________

Model's Signature ______________________

Photographer's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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PT-1 $29.95 (N)
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25-551 4-gal 82-★ $216
QUICKBOB FOR DYNA GLIDE
15-640 93-94 DWG
$283.95
20% Applied
25-573 3.25-gal. 82-94............$129
15-643 3.25-gal 95-★ ....$149.95 (N)
From $680
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Heli-Arc Welded
Rigid or Swing-Arm
Made in U.S.A. By Custom Chrome
Cert. of Origin Included
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20% Applied
Includes Struts
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13-184 Fender Only
13-204 Kit, unpainted, $187.95
BOBBED REAR FENDER KIT for Sportster 82-★ $135.95
13-208 82-93 XL / 13-209 94-★ XL
STOCK REPO for Softail
$111.95
20% Applied
13-207 86-89, w/tailight mnt.
13-211 84-★ smooth
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2 HP
$354.95 (N)
For All Models 65 to Present
1 Yr Warranty
World's Best Catalog # 24 Only $4.95
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CLASSIC 1 PIECE TANK For Sportster Without Dash Mounts
25-579 3.5-gal.......Fits 57-78 XL $219.95
25-580 3.5-gal..........Fits 82-★ XL $260
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47004-70 70-849 FL,FX
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Custom Skirted Fender Flip
13-196 73-★ XL,FX,FXR.
20% Applied
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13-226 82-93 XL.......$55.95
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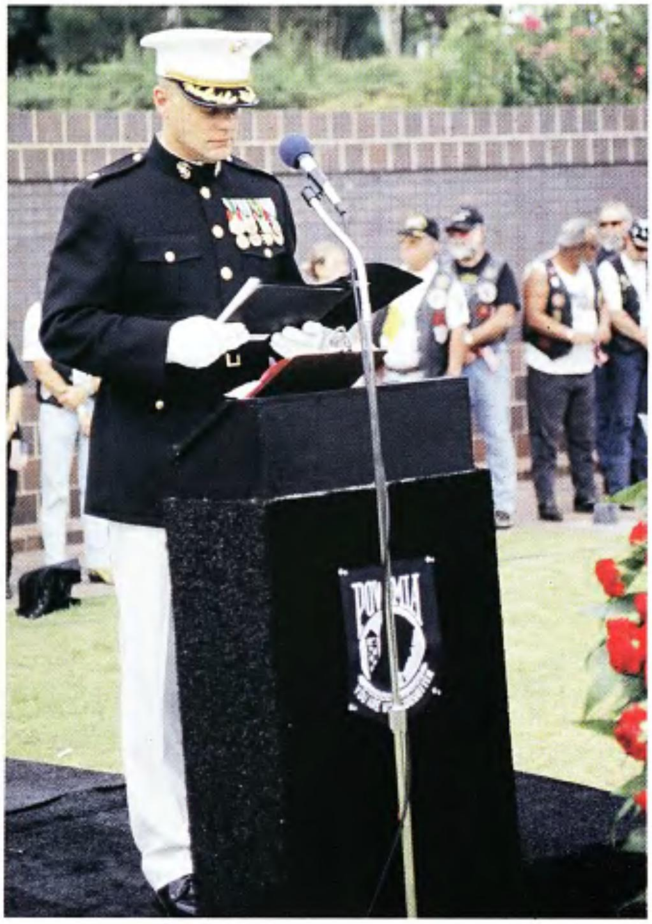
THE NORTH CAROLINA VETERANS' WALL GETS A PROPER DEDICATION

A TIMELY TRIBUTE

The North Carolina Veterans' Wall was officially dedicated last year in a ceremony that would have made any vet proud, and also made everyone there realize just how precious freedom really is. The Wall, a commemorative piece honoring North Carolina residents who never made it back from Vietnam, is located in a quiet, beautiful park near Lexington, North Carolina. The state co-founded the memorial, which features each soldier's name engraved on a separate brick, and the park was set aside just for this memorial. Chapter 1 of Rolling Thunder MC hosted a ride from Greensboro to Lexington with a full complement of vets, civilians, and all who chose to honor the monument in a pack that was over 300 strong.→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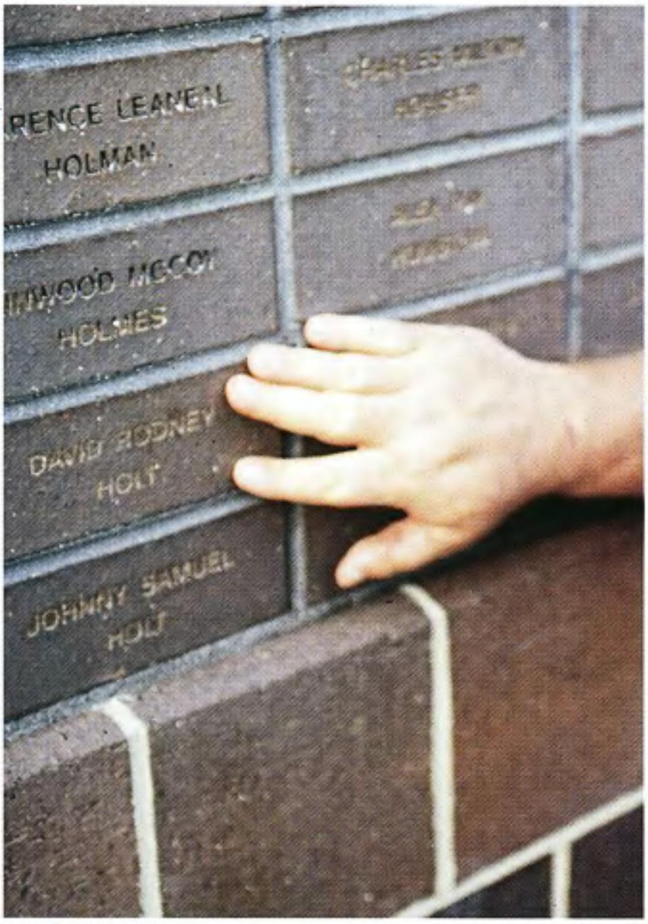
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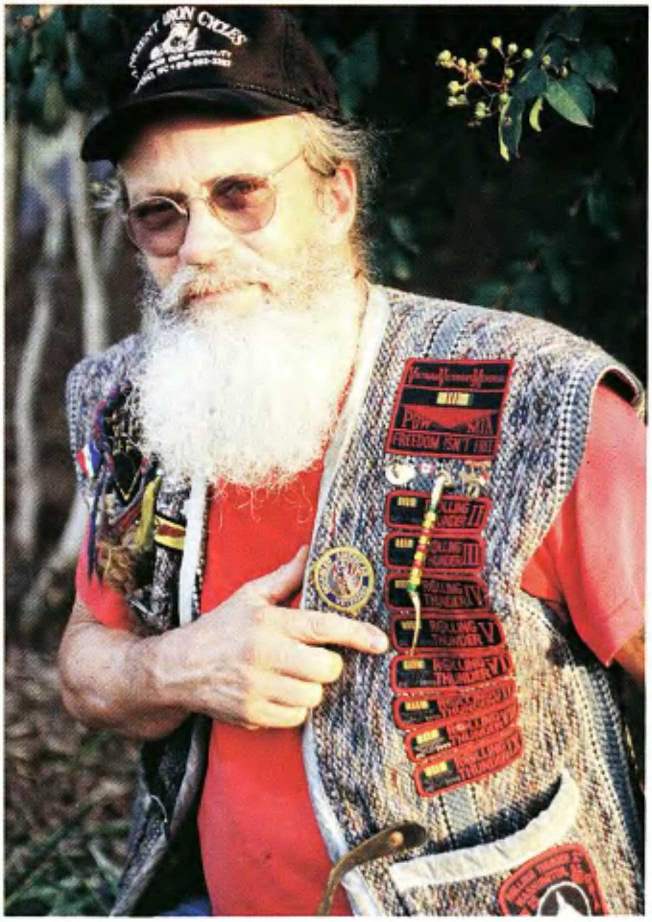

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Dear Frustrated Harley Rider: If you're fed up with wasting so much of your hard earned money and time keeping up with the service and repairs of your ride... keep reading this article! If you want to stop having smoke blown up your shorts and being at the mercy of dealerships, repair shops, and so called experts, you're about to discover the art of keeping your bike in top running condition ALL ON YOUR OWN!

After being involved with numerous dealerships and repair shops for over 25 years, Mike Matthews and his partner, Red, a factory trained, certified, PHD tech, know that the biggest aggravation for Harley riders is that...

Costs Of Servicing And Repairing Harley's Keeps Going Up And Up!

And if you're like most riders, you bought your baby for one reason... The freedom of riding wherever and whenever you want... Not so you can spend days, even weeks, waiting around for it to be repaired! And you probably didn't buy it so you could spend tons of money having it serviced either, did you? Well, like it or not, owning a Harley does require service and repair, but now...

You Can Kiss The High Costs Good-bye With These Inside Secrets!

Most Harley riders want to handle their own service procedures and minor repairs on their own bike...but don't! The truth is that you keep going back and forth to the dealer or repair shop and end up having to work around their schedule which doesn't always jive with yours. Then you end up handing over a nice piece of change for whatever it is you're having done! It's the same drill over and over and all it does is aggravate the hell out of you, but you keep accepting...

The Greatest Myth In Harley Service And Minor Repair!

This point is the most important message for any Harley rider who truly wants to save hundreds, even thousands, of dollars in keeping your bike in tip top shape, and NO ONE tells you about it! Once you get this simple concept, you'll be able to repair and service your own bike, IMMEDIATELY! See, the bottom line of this whole idea is simple: **How Do You Keep Your Bike Running In Top Notch Dependable Condition Without Breaking The Bank And Losing Valuable Riding Time?**

Just take a minute and think about what options you have when it comes to service work or minor repairs: 1) You can head back to the dealer, work around their schedule, and pay their steep rates.2) You can go to an aftermarket repair shop, still pay top prices, and run the risk of not having the work done by a qualified factory certified mechanic. 3) You can have a so called "expert" from the local watering hole do the work for you in his backyard. 4) You could set aside a year or more of your life to attend MMI while you lose your income and $13,000 plus for the training! Or, you can choose the most sane, safe, fun, and moneysaving route of...

Quickly And Easily Learn How To Do Your OWN Service Work And Minor Repairs, At Home, In Less Than 48 hrs...Guaranteed!

That's right! You can become YOUR OWN EXPERT MECHANIC by learning the industries insider secrets, straight from the factory, in less than two days! All you have to do is kick back, watch, and learn from this power-packed, detailed video package that explains...

Everything You Should Know!

You can finally get rid of the frustration that comes with having someone else work on your bike...and have fun easily doing it yourself! Now you can have the knowledge and confidence to take full CONTROL of your bike and have the freedom to do your own service work and minor repairs and save yourself a ton of money and time! You'll learn things like:

* The real truth about what oil you should use... and what you should avoid like the plague and why!
* Little known information about the extended warranty.. what the industry really doesn't want you to know!
* Clean, easy tricks for servicing your front ends and wheel bearings and what to watch out for!
* How and why the proper adjustments on your chains and belts...How it affects the entire performance of your bike!
* The most over looked little things that need your attention the most to avoid ongoing, future money sucking problems!
* You don't need any mechanical experience...just watch TV and go for it!
* Simple method for replacing your clutch cable and how to keep it like new!
* Unheard of tricks of what to look for when servicing your brakes and what NOT to do!
* You'll not just know how, but more importantly why you do these service items a certain way and the *correct* procedures no one's ever explained to you before! Just like the Pros!
* Plus dozens of tips, techniques, and factory proven strategies to keep your machine running like new and saving you tons of money!
* That's just the tip, there's much, much, more!

Anyone Can Do This!

Here's the deal: These videos of actual minor repair and maintenance for your Harley will keep you riveted to your seat! In the first few minutes, you'll know EXACTLY why the industry has kept these powerful secrets to themselves and never bothered to share them with you! With no B.S., you'll hear nothing but the shocking truth to repairing and maintaining your own bike so you never fall victim to high costs and lost riding time again!

You'll see and hear "Red", a friendly good ol' boy Texan, who knows more about factory proven techniques that you can easily use on your bike than all the other repair shops put together! He'll guide you every step of the way so even if you have NO MECHANICAL BACKGROUND, you can easily become your own master mechanic!

"I Like Being With A Guy Who Knows What He's Doing"

An Incredible Offer For You!

See, Mike and Red don't want you to feel uncomfortable about buying this video through mail order since you don't know them yet, so their offering a **NO -RISK, IRON-CLAD, *MORE* THAN YOUR MONEY BACK GUARANTEE!** If you don't truly feel that they've taught you the little known secrets to servicing and repairing your Harley, and the TRUTH to saving yourself money and time... just send it back within 60 days, and you'll get a complete refund plus $10 to boot! They've already shown 2,737 other Harley riders these straight from the factory techniques, so they're not worried! Also, to help you make up your mind, You'll get a FREE book that explains everything in the video, all the instructions, step by step procedures and illustrations, so it makes learning that much easier! And, they're sending their subscribers the *KICKSTAND* newsletter,(full of money saving stuff) a $49 value, FREE for 1 year! **PLUS**...you'll also receive our **BONUS** video and special insider report! (another freebie you will find useful in saving money and time!) How can you say no?

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The no-risk video kit is only two payments of $47, plus $6 shipping/handling (USA orders) The book is FREE, and yours to keep even if you send the videos back! To order, call toll free, NOW 1-888-406-0988, 24 hrs! They'll get your MC, Visa, American Express or Discover info from you over the phone and your system will be on it's way to you, shipped priority! If you want to order by check, mail your payment of $100 and a note stating"I Want To Be My Own Master Harley Mechanic" to: KAMI Corporation, 3702 South Virginia Street, Suite G12-918F, Reno, NV, 89502.

You'll love watching this system and seeing what the industry doesn't want you to see! Call NOW and end the frustration ...GUARANTEED!

Photos: Bill Ellis

Once everyone had gathered at the park, they were joined by the United States Marine Corps as well as several honored guests, including North Carolina Senator Howard Coble, Sheriff Barnes of Guilford County and Sheriff Hage of Davidson County, as well as many generals, majors, and local school teacher Ronni Barrow, all Vietnam vets from North Carolina.

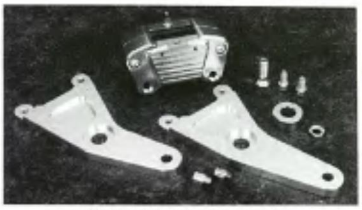
Resting in a knoll between the rolling hills of the park, the monument stood tall and ominous while up above on the hilltops, a lone female bagpiper filled the ceremony with a haunting echo that touched everyone in attendance. There wasn't a dry eye in the whole crowd, which included many relatives of the fallen war heroes who placed flowers by the names of their loved ones as they were called off one by one.

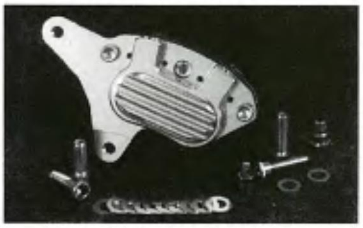
The emotionally charged ceremony gave a vivid depiction of how painfully high the cost of freedom really is. In the words of the Rolling Thunder MC, relating to the club's reason for existence, "One must accept that peace in our time is never an acceptable solution, but that freedom is something that must be fought and died for." And as long as this process continues, we must all stand proud of those who must continue to fight for this freedom and honor them with great thanks and respect. The next tribute is just around the corner. Be a part of this meaningful ride by calling Wayne Frazier at (336) 623-7247 for more specifics.

—Wordman

UPDATED
For 1998
from GMA

For Your Old or New Harley
Disc Brake Systems
1973-Present


73-84 Big Twins Rear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Flatside Fatbob Mounts -Accepts Pan, Shov. or Evo solid mount motor

Stock 30° rake & stock stretch E-983 $799.95

Frame with 34° rake & 2" stretch E-984 $799.95

STOCK SOFTAIL FRAME
-Accepts B/T Evo. motor w/ up to .200 taller cylinders, flatside gas tanks, 5spd. transmission, and rear belt drive.

E-884 $757.95

INNER PRIMARY COVER / OUTER PRIMARY COVER
Late Model E-60 $179.95

Chrome FX E-59, FLH E-59A $93.95

STARTERS
Hitachi E-28 $123.95

Prestolite E-77 $118.95

12v. GENERATOR
Black E-30 $116.95

Chrome E-29 $139.95

GMA REAR SETUPS
Rigid w/ 10" rotor E-54 $179.95

Softail & FXWG '84-'87 E-54a $201.95

Softail late '87 & up E-54b $201.95

DYNA'S '91 & up. 4-piston E-54c $232.95

STD CASE
E-921 $675.95

BENDIX/ZENITH
38mm Fixed Jet E-3 $132.95

38mm Adjustable E-2 $156.95

S&S SUPER "E"
E-4 $264.95 & up

S&S SUPER SPORT CASE
E-920 $796.95

STARTER GEAR
E-78 $16.95

STD HEADS
PAN Heads E-1000 Dual plug only

SHOV. Heads E-1001 Single plug

EVO Heads E-1002 Single plug '84-'91

$799.95

5-SPD. CLUTCH HUB (BARE)
E-731 $34.95

WIDE FRONT ENDS
Single Disc Assembly:

(Replaces stock length late '77-'84 Showa type front ends, BUT, will fit any B/T '49 & up using "banana" caliper.)

Polished Lower Legs E-114 $499.95

Chrome Lower Legs E-114A $599.95

Dual Disc Assembly:

(Direct replacement for '80-'83 FXWG BUT will fit all B/T '49 & up using stock '77-'83 dual disc calipers.)

Stock FL(3.5" under FXWG '80-'83)

Polished Lower Legs E-110 $499.95

Chrome Lower Legs E-111 $599.95

Stock length FXWG '80-'83

Polished Lower Legs E-112 $499.95

Chrome Lower Legs E-113 $599.95

2" Over Stock length FXWG '80-'83

Polished Lower Legs E-108 $499.95

Chrome Lower Legs E-109 $599.95

Drum Brake Assembly (FL '49-'67)

Polished Lower Legs E-115 $499.95

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Fits '72-'81 Chrome

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Shovelhead 74ci Front E-19, Rear E-20

80ci Front E-21, Rear E-22

$59.95

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5spd. in 4spd case E-7001 $1599.95

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Early Style: 3.5 gal E-63, 5 gal E-64 $88.95/set

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FAT-BOB REAR FENDER
Left Chain E-74

Right Chain E-75

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E-865 $18.95

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FXST E-801 $135.95

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Brake EJB-2 $286.95

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E-782 $95.95

2-LIGHT DASH KIT
E-121 $99.95

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-Fits Softail '90 or later

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E-800 $59.95

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Stainless steel 3 sets of springs

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Back-To-Basics Everyday Ride

Born To Build

For Jeff Wolfson, turning 13 years old meant he could begin capitalizing on his teenage years and maybe get a job working on cars in a gas station. Down the block and across the winding street, there was always a custom Deuce Coupe or a classically restored '50 Chevy. A neighbor recognized the fire burning in young Jeff's eyes and began taking him to car shows. Eventually, he put him to work painting, striping, molding, learning bodywork, and upholstery. The teen soon acquired the patience and creativity needed to build show-quality machines. →

It wasn't long before Jeff's reputation for first-rate workmanship gained him access to machine shops and motor building experts. In no time, he was creating custom Corvettes. Jeff soon joined forces with a 'Vette restoration shop and produced completely restored, highly modified Corvettes from the ground up. Custom boats and boat motors with Jeff's stamp on them also began to appear on the shores of Cleveland.

Then one day, everything changed for Jeff. His partner rolled a Harley-Davidson into the shop and began to tear her down. The rest, as they say, is history. For the past 12 years now, Jeff's life has been about building, rebuilding, and servicing Harley-Davidson motorcycles.

Don't let the Softail in these shots fool you. This is Jeff's everyday ride. Add our Fox Hunt winner, Jeneile, and there's more here than meets even a weary eye.

Jeff wanted to design something clean and simple for the Cleveland *Easyriders* store. He'd just finished two fuel-injected nitrous projects and one ground-up, totally flamboyant Springer. A back-to-basics project for himself was indeed the need.

Basics for Jeff are not basics for most of us. He commenced to strip her to the bare frame, then tore apart the motor, tranny, and the entire rear end. From there he assembled, cut, molded, and painted. How about Patrick cylinders? Why not? They're some of the sharpest on the market. And since Jeff used Patrick cylinders, he went with Sportster rocker boxes. He says they're rounder and just flow better with the heads. Hell, then everything began to change. Jeff added a V-Thunder ignition, J&E pistons, JIMS lifters, Viper cams, and a 40mm Mikuni carb. 'Course stock pipes suck, so it was on to Pythons.

Since Jeff raked the front end 32 degrees, he sure as hell couldn't keep his hands off her ass. Her butt was handmade by Jeff, and the whole shebang was assembled to accommodate the fatness of a 200 Avon with a 16- x 5.5-inch rim. Soon after Jeff began assembly, Custom Chrome came out with a kit for this project. No doubt, Jeff's bike has helped to sell bundles of them.

Again, to the average eye, this machine appears simple. That's exactly the look Jeff was after. However, the work done on the frame, stretched tanks, and the ass end of this gal is anything but simple. Check out the turn signals. With the precision of a heart surgeon, Jeff cut a strip about 3 inches x 3/8-inch strategically into the fenders. The lights mount with plenty of clearance under the fender. And with exceptional expertise, the paint, clear, and fender are finished almost like they are not there.

So raise a glass to Jeff Wolfson. He was, and is, the only remaining original employee of the Cleveland *Easyriders* store. When we snatched this bike out of the Cleveland store, there were 35 Harleys in line for Jeff's crew to service. Dedication and hard work took precedence over Jeff's desire to go to the studio and see the way Jeneile amply accessorized his machine. Let's hope the kid stops long enough to scope out the pics in the magazine.

Thanks to Sam Dobbs of Pit Bull Leather who donated outfits for our model, Gary from the Mainstreet *Easyriders* store, and Huey of Performance Engineering for transporting the bike to the shoot. —*Balls*

Heritage Softail

Owner: ....Jeff Wolfson
City:....................Cleveland, Ohio

General

Year/make: ..1998 Special Construction
Model: ....Heritage-style Softail
Assembly:..............................owner, Mainstreet *Easyriders*
Chroming:........Custom Chrome Plating

Engine

Year/model: ....1997 H-D
Rebuilder:................................ owner
Ignition:................................V-Thunder
Displacement:............. 80 cubic inches
Lower end: ....H-D
Pistons:.......................................J&E
Cases: ....H-D
Heads: ....Patrick
Cam: ....560 Viper
Carb: ....40mm Mikuni
Pipes: ....Python/H-D
Modifications:...........JIMS lifter blocks, Patrick cylinders, 12-point bolts, Sportster rocker boxes

Transmission

Year:......................................1997 H-D
Modifications: ....race-cut gears by Merdock Racing

Paint

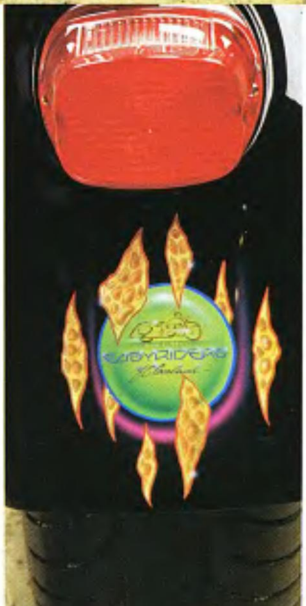
Molding: ....Nick Pastura
Painter:...................Renegade Graphics
Color/type:..........................black/PPG
Special paint: ....Renegade Graphics

Frame

Year: 1997
Builder:.......................H-D/Larry Sikora
Type: ....Softail
Shocks: ....Progressive Suspension
Modifications ....2-inch stretch, 32-degree rake, Dyna neck lock, stock swingarm widened 1 1/2 inches

Accessories

Bars:..Flanders
Handlebar controls:.........H-D, chromed
Fenders: ....H-D/Nick
Headlight: ....H-D
Pegs: ....Excel



Electrics: ....H-D
Foot controls: ....chromed
Gas tank: .... stretched 3 inches, flush caps by Flash
Oil tank: ....winged
Seat: ....custom, Fat Boy cut up
Mirrors: ....small
Grips: ....Hotop

Forks

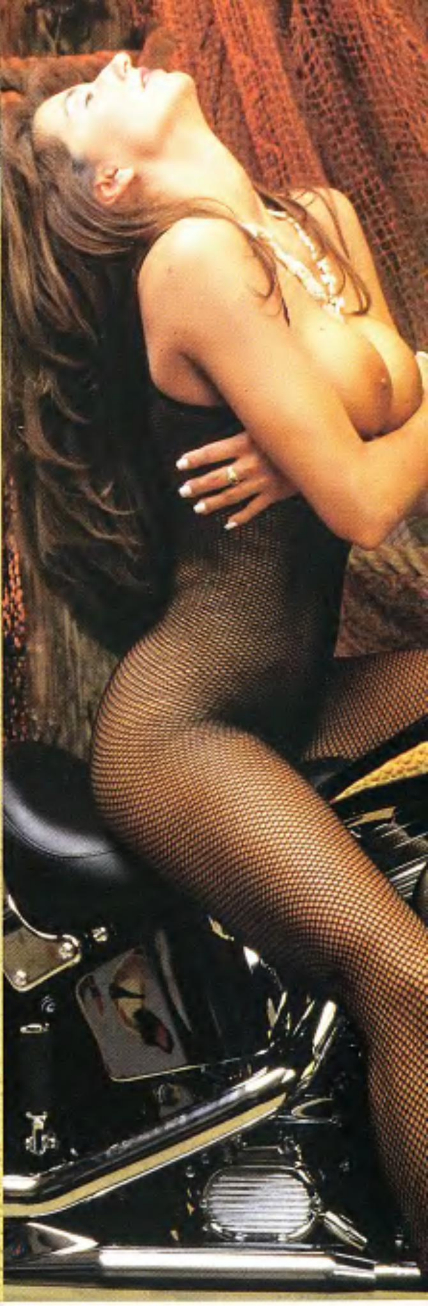
Type: ....wide glide
Builder: ....H-D
Modifications: .... 2 under, chromed

Wheels

Type: ....Ness
Size: ....16 x 3.5-inch
Tire: ....140 Avon
Brake: ....GMA

Rear

Type: ....Ness
Size: ....16 x 5 1/2-inch
Tire: ....200 Avon
Brake: ....GMA
Photos: ....Michael Farabaugh



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City: Cleveland, Ohio

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Model: Heritage-style Softail
Assembly: owner, Mainstreet *Easyriders*
Chroming: Custom Chrome Plating

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Displacement: 80 cubic inches
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Modifications: JIMS lifter blocks, Patrick cylinders, 12-point bolts, Sportster rocker boxes

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Gas tank: stretched 3 inches, flush caps by Flash
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Rear
Type: Ness
Size: 16 x 5 1/2-inch
Tire: 200 Avon
Brake: GMA

Photos: Michael Farabaugh

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BA303

Ready To

AFTER 50 YEARS: SHOOT-OUT

The Knucklehead is said to be the great granddaddy of the Evo engines now being pumped out of Milwaukee. After 50 years of rolling across American asphalt, it is time to see how Grandpa holds up to some of these young upstarts.

The "upstart" in this case is a 1997 80-cubic-inch FLSTC with 5,000 miles on the odometer. It is going up against a 1947 74-cubic-inch FL with 8,500 miles on its last rebuild. The first thing noticed in comparing these two bikes is the similarity in styling. Sitting side by side, it is plain to see that Harley-Davidson has kept the look it developed with the Knucklehead. The Knuck has a lean, quick, no-nonsense appearance, while time seems to have "fattened up" the newer model. In contrast to the '47, the Evo has a more cluttered, heavier look that belies its actual performance.

Accelerating from a dead-even start, the Evo took the Knuckle off the line. While the reason for this jump could be attributed to the evolutionary difference that 50 years provides and the improvement in clutch setups (hand clutch for the Evo, foot clutch for the Knuck), the resultant whuppin' the older bike took in the next half mile had to be put down to the difference in cubic inches. There's no substitute for 'em, as the saying goes.

In a top gear roll on from 50 mph, Grandpa Knucklehead left the grandkid, up to the 90 mph mark, at which point the bikes were shut down. In all fairness, I have to tell you that the Evo didn't downshift, and the resulting lag time had a lot to do with the Knuck taking off from the peak of its rpm range. From a 60 mph start, though, it was a different story. The acceleration

Rumble

BETWEEN KNUCKLE & EVO

was pretty much even, until the Evo climbed on top of its torque curve; then it was good-bye.

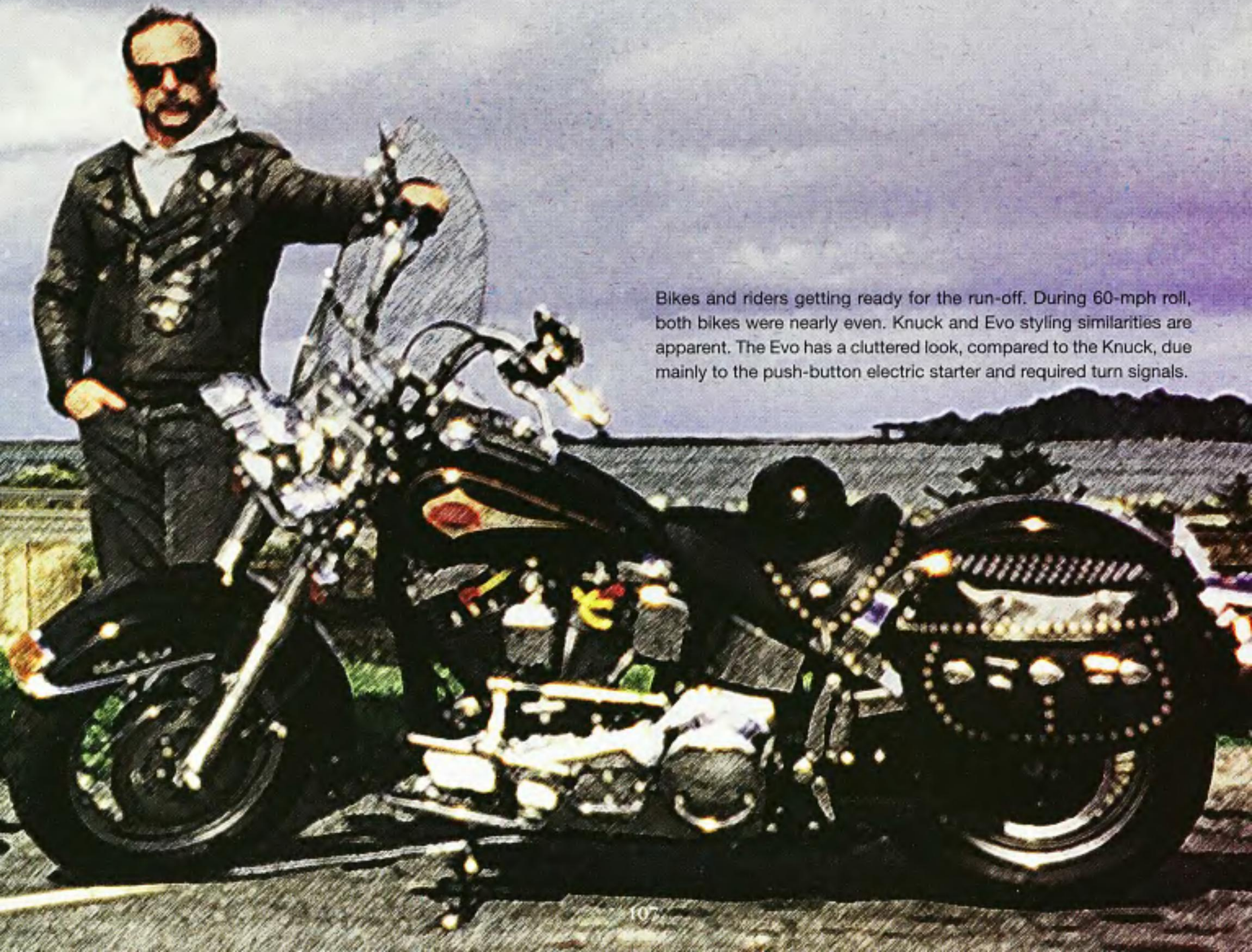
Here in Humboldt County on the Northern California Coast, where these two bikes live, there is every type of road surface and condition imaginable. Rough and smooth, flat and mountainous, turns and straights—it is one big road race course. It is over these roads that the two motorcycles rack up mileage.

When taking the Knucklehead up mountain roads, it responds instantly. Lean into a curve and the bike reacts with you; think of changing lanes and it is done instantly. Unfortunately, you also get the same response to potholes in the road, asphalt patches, and the like. The machine never lets you forget it has no shocks. Hit a bump with enough speed and the rear wheel leaves the ground, along with your ass from the seat. Oddly, the bike is comfortable enough on long trips.

A thick, padded solo police seat on top of a spring-dampened pogo goes a long way toward lessening the jolts the rest of the bike is taking. Rubbermounted Flanders risers absorb some of the shock and vibration that hands and forearms feel through the handlebars.

Unlike the detached-from-the-road feeling given by a bike with shocks, riding the Knucklehead gives the sensation that you and the machine together are an extension of the road when presented with smooth asphalt to run on. It is a positive feeling you do not get with more modern motorcycles.

In contrast, the Evo custom has suspension out the proverbial →



Bikes and riders getting ready for the run-off. During 60-mph roll, both bikes were nearly even. Knuck and Evo styling similarities are apparent. The Evo has a cluttered look, compared to the Knuck, due mainly to the push-button electric starter and required turn signals.

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Packing For Travel

When loaded for a camping trip, both bikes could easily carry the same amount of gear—sleeping bag, tent, and saddlebags—without any increased handling problems. The capacity of the Evo's factory bolt-on bags were slightly more than those of the aftermarket throw-over bags on the Knuckle, but not enough to create a lack of necessary gear.

yin-yang. Instead of sitting on the bike and becoming part of it all, feeling all that the bike feels, the impression here is of riding *on* the bike and moving along with it. With more of a partnership between rider and motorcycle, you reach an agreement with the machine. With the two of you floating down the road, there is a sense of successful cooperation.

Not to go off on a philosophical tangent here, in comparing rider/bike relationships, but anyone who has done some serious solo traveling on a bike, with rider and machine being dependent on each other, will agree on this. Those who haven't—get your butt out there and find out! The custom moves heavily through the turns with the authority of a diesel tractor-trailer. You know it will *go!* Up over mountains, across deserts, to the far coast, this confidence-inspiring motorcycle will take you anywhere.

Not only will it go, but more importantly, it will stop. Grabbing a handful of hydraulic brake, causing the DOT-5 to compress and push the brake pistons outward, forces the pads to clamp the spinning rotor to a halt with impurity.

This is quite unlike the '47 with mechanical brakes. On this bike the brakes are very ... adequate (?). There have been times, in panic situations, when vigorously applying brakes, that →

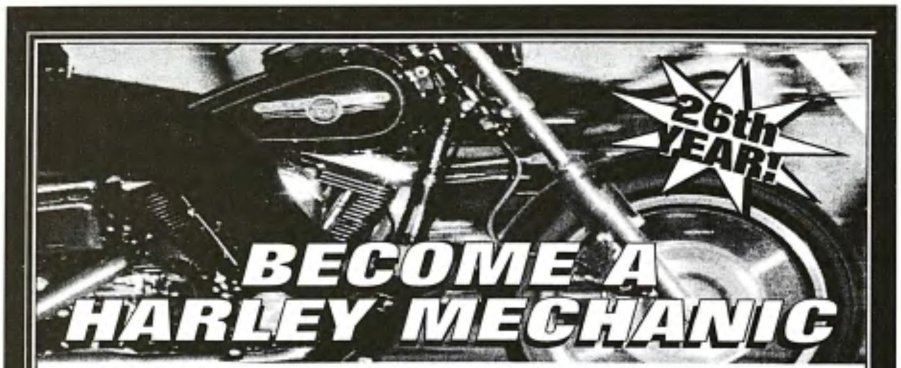
Service Costs

Harley-Davidson recommends service on new Evos at 2,500-mile intervals, after the first 500-mile service, to keep the warranty valid. The Knuckle has no warranty. In fact, our local dealer doesn't like working on older bikes. The older they are, the stronger this feeling becomes. My cost for servicing my Knuckle (labor is free, parts-plugs, points, condenser, oil and filter) every 2,000 miles is $25

Evo cost (quoted from the dealer):

500-mile service	$150
2,500-mile service	$200
5,000-mile service	$350

"What the hell happened to that rubber raft that washed up here the other night."



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Practical Knucklehead Info

1 Front and back wheel hubs are set up identically. This allows interchanging of the wheels, a practical necessity when pulling a hack with a spare tire/wheel on the back. One spare for three wheels or, in the case of a spare wheel in the garage, one size fits all.

2. 6-volt headlight consists of a bulb (the size of a person's thumb) that screws into the reflector bucket. This allows the rider to easily pack a couple of extras, just in case.

3. If/when a battery fails in a 6-volt system a couple of 6-volt dry cell lantern batteries, properly wired up, can still get you a short ways down the road.

4. Points and a condenser require more maintenance, but can be purchased at nearly all auto parts stores. Try getting an electronic ignition system for your Evo at Pep Boys.

5. Mechanic's stand, attached to the rear axle and held in place by a clip on the rear fender (standard on the Knuckle), allows complete removal of the rear wheel, chain, brake, etc., as needed in case of emergencies.

6. Foot clutch/tank shift: Rider's foot operates the clutch and hand shifts the tank shift lever much the same as with an automotive standard tranny with a floor shift. Except, with a stock Knucklehead, the clutch pedal is rocked in/out of gear with the foot instead of being pushed down.

I have had the disquieting feeling that I was still accelerating.

Overall, it is difficult to be objective when comparing the two bikes. The Evo has everything on it that modern motorcycling technology can offer—and still keep it street legal. While a comparatively low-tech machine, the Knuckle is the basic work-horse, the spirit of which the Harley factory has managed to keep on the Evo.

Everyone has his own opinion of what is important in a motorcycle. It all depends on each person's needs, desires, and expectations. You have to decide what you want a particular machine to do for you. While there are plenty who have ridden new and modern motorcycles, only a few have experienced motorcycling's past. Until that has been done, it is difficult for an enthusiast's appreciation for motorcycling to come full circle.

—Ron Carter

Specifications

1997 - FLSTC		1947 FL
$18,000	COST, NEW FROM BOX	$650
$14,000	CURRENT MARKET VALUE	$18,000
5,000	MILEAGE	8,500
63.9 in.	WHEEL BASE	62 in.
94.02 in.	LENGTH	90 in.
38 in.	WIDTH	36 in.
5.47 in.	ROAD CLEARANCE	4.75 in.
59.4 in.	OVERALL HEIGHT	44 in.
26.5 in.	SEAT HEIGHT	30 in.
704 lbs.	DRY WEIGHT	560 lbs.
4.2 total (.4 reserve)	FUEL CAPACITY/GAL	3.5 total (.5 reserve)
3 qt.	OIL	4 qt.
24 oz.	TRANSMISSION	24 oz.
40 oz.	PRIMARY CASE	0 (aftermarket belt drive)
11.5 oz. each	FRONT FORK	0
12-volt	ELECTRICAL SYSTEM	6-volt
HD-5R6A/.040	PLUGS & GAP	Autolite 386/.020
80 cubic inches	DISPLACEMENT	74 cubic inches
67	HORSEPOWER	53
5-speed	TRANNY TYPE	4-speed
45 mpg	FUEL MILEAGE	40 mpg
Hydraulic/caliper-rotor	BRAKES FRONT/REAR	mechanical drum/ shoes
Hand clutch/foot shift	CLUTCH/SHIFT METHOD	foot clutch/ tank shift
Hydraulic/telescopic forks	SUSPENSION FRONT	springer/ leading link
Gas-charged shock	SUSPENSION REAR	none
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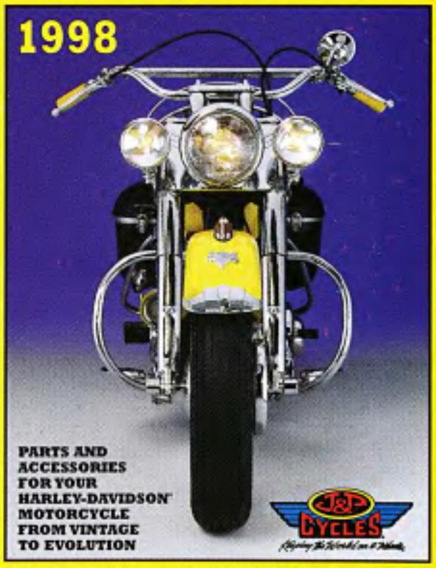

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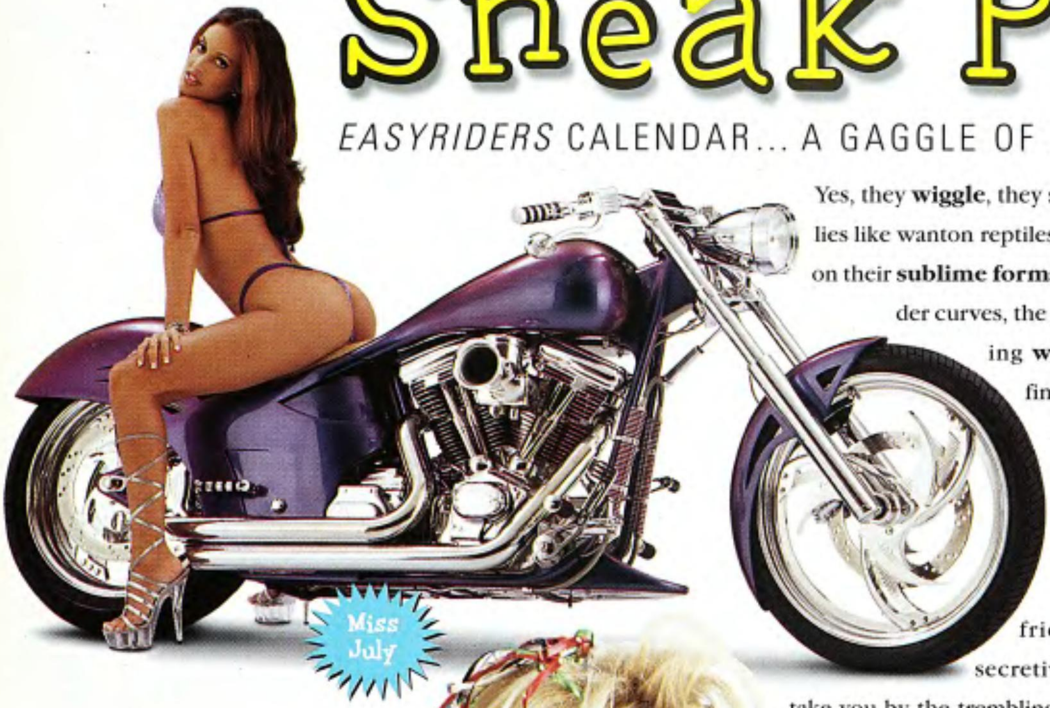

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—*Phantom*

Photo of Miss July and Miss December by Raiko Hartman

Photo of Miss August by Jim Gianatsis

Photo of Miss March by Michael Lichter

A NIGHT IN PURGATORY

FICTION BY MARK LONSDALE

AS THE AIR HORN CUT THROUGH THE SOUND OF **HEAVY MACHINERY,** MITCH PUSHED FORWARD ON THE HYDRAULIC LEVER AND DUMPED **THE LAST** OF THE BROWN EARTH INTO THE BACK OF THE TRUCK, THEN **LOOKED** AT HIS WATCH. FIVE O'CLOCK, QUITTING TIME.

(THE PROSPECT)

It had been a long, hot summer's day. But now it was Friday afternoon and he had better places to be. With a flick of his wrist, he shut off the big yellow Caterpillar, jumped down, and walked over to his bike.

As he pulled on his denim vest and kicked the dusty 1979 Shovel to life, he was already thinking about what was waiting for him at home. It was only 40 miles back to his house in the desert town of Barstow, but this old bitch had failed him on shorter trips.

This was a big day for Mitch. He had resigned from the Army two years after the Gulf War, moved in with his girlfriend, Monica, and then worked like a demon for this day—the last day he would have to work for a quite a while. Tonight would be the night he headed down to Los Angeles to hook up with some biker buddies he had met earlier that month.

Since getting out of the Army, Mitch found that he missed the sense of belonging that he had felt there and having buddies he could count on in a bind. Even the companionship of Monica, beautiful as she was, didn't fill the void that he felt. At first, Mitch just accepted the way civilian life was, and hell, things could have been worse. He had a good job, a Harley, and a devoted ol' lady. He was getting great sex on a regular basis and, most important, he had his health.

Then he met Animal, Two Toes, Dale, Renegade, and Doc. With them and the other club members he partied with in the valley, he had experienced that old camaraderie again. And tonight he hoped to begin hanging around, and if things worked out, prospect with the club. That's what he really wanted. There was only one more task to take care of.

The Shovel made the run to Barstow with no more than a few annoying rattles. As shadows became long and the sun dropped behind the mountains, Mitch pulled into his cracked concrete driveway, long ago overrun with weeds. Before he could shut down the tired old Shovel, it gave one final gasp and died. Mitch didn't even care as he headed inside.

Monica, looking as cute as ever in a tight tank and cut-offs, had some food ready on the table but Mitch was not thinking about either food or Monica's tight little ass when he breezed through. He gave Monica a quick kiss and a playful pat on the butt, grabbed a six-pack from the refrigerator and went straight to the small garage out back.

When he opened the door and flicked on the bare-bulb light, there is was, 10 feet of pure power and elegance—his new chopper. Two years of saving, six months of sweat, and it was almost completed. Even Monica had slipped him a few extra dollars for parts. It was a beauty, a fully rebuilt 96-inch Evo in a Kennedy frame with a 20-inch-over front end. He called the color yellow like his big Cat, but the label on the paint can had said Golden Rod.

Mitch got right to work, after sucking down two cold ones in short order. It was already 6:15 and he intended to be on the road to L.A. by nine. He finished wiring the ignition, mounting the gas tank, hooking up the gas line and, God willing, the beast would kick to life.

At 9:15 (the threads on one of the tank mounting bolts had been stripped) he was done. By 10, Mitch had locked the Shovel in the garage, torn off a quickie with Monica on the kitchen table, and was accelerating for the main road south. Monica knew that he had to do this and knew that he would be back for her.

Just before he reached the Four Corners intersection, Mitch slid into the all-night 76 station to gas up. Five minutes and five bucks later, he was heading south through the intersection at just under 60 miles per hour on the tiny speedometer. And that was his big mistake. When he took his eyes off of the highway to check his speed, he didn't see the jacked-up pickup truck run the red light.

There was a squeal of brakes, a blinding white light, searing pain, and ... and he was still riding. There was no more pain, and he was still upright. When his vision cleared, there was open highway ahead of him, and he was still alive and on two wheels. His heart was all but pounding out of his chest, but he felt great. The temperature had dropped sharply and the moonless desert night was darker than usual, but his small headlamp cut a clean line down the endless blacktop.

After another half hour of hard riding, when Mitch thought that he should have been seeing the lights of the city, it was still black as the ace of spades. He wondered if he had taken a wrong turn somewhere. But there were no turns, just long, straight desert roads and the occasional tumbleweed.

Only when he was about to stop and turn around, did Mitch see lights coming up ahead. It was a rather large, bleak-looking industrial town, one that he had definitely not ridden through before. And the temperature had dropped another 10 degrees. It was cold and he had no leather jacket. The bullet-riddled sign along the roadside said PURGATORY.

As he rode down the cracked and potholed streets between decaying buildings, the first sign of life was a nightclub with a big silver sign that read, THE GATE. Lined up out front, with almost military precision, were 12 of the finest -looking hawgs he'd ever seen.

The door to the club was massive, made from what looked like solid stainless steel, and polished to a mirror shine. In front of the door stood four of the biggest bikers Mitch had ever seen. Mitch lifted weights and was in good shape, but these four were something else. The smallest was 6-foot-4 and at least 240 pounds of solid muscle.

Mitch rolled to a stop. He saw that each of the bikers wore a black leather vest with a small set of gold wings on one lapel, a one-percenter patch on the other, and black jeans. But what he couldn't see were the patches that he knew were on their backs. Then he noticed their boots. They were incredible, made from some sort of three colored snakeskin that seemed to shimmer with a life of its own.

"We help you?" asked the biggest biker, the one sporting thick, blond hair pulled back in a long ponytail.

"Ah, yeah, where am I?" asked Mitch.

"Where do you think you are?" asked the blond warrior.

"I'm not sure where, and I have never seen it on any maps," Mitch offered. "

Yeah, it is kinda small. Not on any maps. Some people have a lot of trouble getting here, but most stick around," said one of the other bikers.

"Are we north of L.A.?" Mitch asked.

"Yeah, you could say that," one of the others said.

"How do I get back to the freeway from here?"

"That's difficult. Most can't—they just continue down this road."

They seemed like righteous bros so Mitch decided to extend the hand of friendship. "Listen, I'm not from around here. My name is ..."

"Mitchell Lannister, also known as 'Shooter' to your friends. Heavy equipment operator out of Barstow," interrupted the big biker to his left who had solid silver rings on every finger.

"Wow, how did you know that?" Shooter blurted.

"We kinda keep tabs on any hard ridin' bros. I'm Gabriel," said the blond biker. "This is Michael and that's Rusty and Monk over there." They seemed friendly enough but they didn't offer to shake hands.

"Are you the president of this club?" Shooter asked.

"No, vice president. The prez is inside. Michael here is the road captain, Rusty over there is sergeant at arms, and Monk, he just got in."

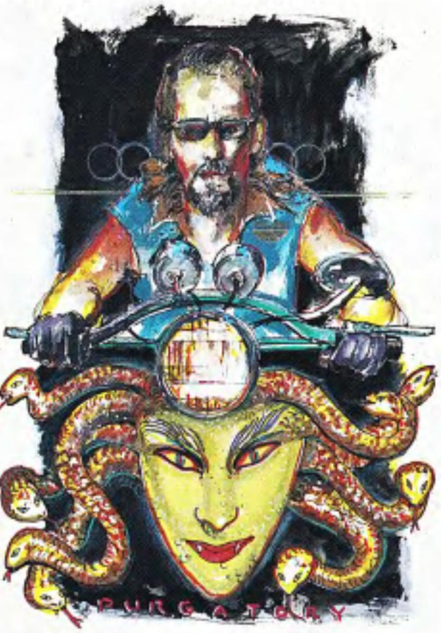
"OK, cool, since you know me, can I go inside to warm up?" Shooter asked hopefully. "Looks like a great place."

"Sorry, members only," Gabriel said.

"How do I become a member?"

"It takes a long time; you have to be sponsored, then you have to be invited."

Just then, they were interrupted by a Black Mercedes pulling up. The rear license plate read SO SUE ME. A very smooth-looking man in a dark blue suit, followed by a shapely redhead in a tight black dress, got out and came over to the group. "Evening gentlemen, we would like to go in," he all but demanded.



"Sorry, members only," Rusty said.

"But you don't understand," the attorney whined, "I'm a very prominent attorney in Beverly Hills."

"If that's the case, we definitely don't allow your type in here," Rusty replied.

"I'll give you a hundred bucks," the attorney persisted.

"No," Rusty said, smiling.

"A thousand," the attorney offered, pulling out a wad of bills.

"It's still no. You can't buy your way in here," Rusty said, smiling threateningly.

"Try the Club Inferno down the road. They cater to scumbag attorneys," Michael threw in.

The attorney, now red in the face, turned to his lady and said, "Fuck this! Let's go."

"Oh, Rebecca, you can stay," Rusty said to the lady.

"She ain't ..." the attorney began, but before he had said two words, the hot redhead was past the bikers and inside the club. The doors closed with a solid thud of finality.

The attorney glared at the four big bikers who just folded their huge arms across their chests and smiled. The attorney got in his car, slammed the door, and burned rubber on out of there.

Shooter just stood watching all this. "That was so fucking cool," Shooter finally got out. "Hey, what club are you guys with? I like your style."

"We are Angels," Gabriel said and turned around. On the back of his black vest was not the red and white that Shooter expected but the word ANGELS across the top in gold on a white background. The bottom rocker said INTERNATIONAL, and in the middle was pair of gold angel wings on either side of a flaming sword.

"Are you like H.A.s?" Shooter asked.

"No, some of us were, like Rusty, but when he came up here there was no chapter, so he joined us," Michael explained.

"Huh. So how do I become a prospect?" Shooter asked with respect and sincerity.

"You have to be invited."

"How do you know who to invite?"

"We know most of the bikers in this area and just keep an eye on potential prospects," Gabriel said.

"Do I have to rob a bank or deal dope or anything like that?" Shooter asked.

"No, nothing like that. You just have to be a righteous biker. You know, look out for your bros, ride hard, stay tight, pay for beer when it's your turn, and treat your brothers with respect like you would expect to be treated by us," Gabriel said.

"So why INTERNATIONAL and not the town or state?" Shooter asked.

"Makes it hard for the heat to keep track of us if they don't know where an ANGEL is from. Also eliminates feuding between chapters. We are basically all one big chapter," Gabriel explained.

In the middle of Gabriel's explanation, a gorgeous brunette walked up, kissed each of the big bikers on the cheek, and was ushered right into the club. She looked familiar to Shooter.

"Hey, wasn't that Heidi what's-her-name, the famous madam who was busted in Hollywood?"

"Yeah, total bullshit charge, man," Michael said. "We liked her style so we invited her up to hang out for a while."

"That's cool. Man, you guys are fuckin' huge. What gym do you go to?" Shooter knew he was asking too many questions but he had a good feeling about hangin' with these bros, even if it was outside.

"It's new—it's called Other World."

"Is that like World Gym in Venice?"

"Sort of. Joe Gold who owns World Gym moved up here and started Other World," Monk said. →

"Maybe I'll check it out some time," was all Shooter could think to say.

Just then, the large steel door opened and two stunning blondes emerged carrying trays with glasses of wine on them. Music, Elvis singing *Hound Dog,* flooded the dark parking lot. It sounded so authentic. Mitch was mesmerized by the two visions of loveliness. One he thought he recognized, but then, he often thought he recognized people and shrugged it off. "Nicole thought you guys might like a drink," one of the girls offered.

Monk reached for a glass. "Great." Then turning to Mitch he said, "Shooter, you want a drink?"

"Sure, Coors if you got it."

Nicole smiled. "Sorry, we only serve wine here, but it is really good." She really was enchanting Mitch thought. Shooter took the offered glass and drank. "Damn, if that ain't the best thing that has ever slid down my neck."

"We like it, too. Monk and his crew make it," Gabriel said between mouthfuls of the red nectar.

"Well, listen, thanks for the wine. I guess I'll just get on down the road. But before I leave, tell me, where can I buy a pair of boots like yours? Are they snakeskin?"

"No, serpent, and you can't buy 'em," Rusty said.

"Where do you get them?" Shooter persisted.

"You gotta go out and kill the serpents. Then, when you become a prospect you get a pair," Rusty answered.

Shooter, still thinking about that one, fired up his bike. "Well, hope I see you all again someday."

"Yeah, we hope you can make it back. Don't get lost," Michael said, smiling.

"Ride hard—and be strong," Gabriel threw after him.

Damn, what did that mean, Shooter wondered as he accelerated away. Within half a mile, the road got even darker than before, but it was warmer. Another mile down he saw a red glow in the distance. Getting closer he saw a bright red neon sign—CLUB INFERNO. What the hell, he was still thirsty and needed better directions to L.A. anyway.

As he downshifted and pulled his chopper into the parking lot, he passed several rows of bikes, all mostly rats with parts hanging off. A lot of them were even Jap bikes. By the front door were six scruffy lookin' types—more like homeless bag people than bikers. The purple patch on their backs had the words THE DAMNED over a grinning devil's face and the word NOMADS for a bottom rocker.

"Pretty bike," one of the dirtbags sneered as Shooter rolled to a stop and got off. Shooter ignored the comment.

"Hey, can a guy get a beer here?" Shooter asked.

"Yeah, sure," another biker said.

"Can I go in?" Shooter asked, half expecting to be turned down.

"Hell, yes! Anyone can go to the Inferno. It ain't like that elitist bunch at The Gate," the ugliest of the six said.

With that, Mitch went inside. The heat and noise were almost unbearable. The heavy metal band on stage was punishing everyone's ears with their untalented but energetic attempts at music. The smell was horrible, too. It was not the smoke and sweat of most biker bars, but the smell of burned and rotting flesh, not unlike the war zones that Mitch had served in. But he had come this far and he wanted a beer.

At the bar he ordered a beer from a barmaid who looked more like Elvira on a really bad day, and without those magnificent boobs of the late-night mistress of horror. What she did have were scabs and needle tracks up the inside of both arms, some still oozing puss.

When the beer finally arrived, Mitch took one mouthful and spat it out. Not only was it warm, but it was flat and rancid. Fuck this, he thought. I gotta get back outside for some fresh air.

Outside the door, the same six were lounging around, but now they were ogling Shooter's bike like it was a veritable discount store of bike parts. Mitch moved to position between them and his new sled and decided to try and make conversation again. "I see you are THE DAMNED MC," Shooter observed.

"Damned right, stranger," their ugly leader responded.

"What does it take to become a prospect?" Shooter asked.

There was no immediate answer. The bikers were looking past Shooter to something in the parking lot behind him. Shooter turned to see a white stretch limousine pull to a stop and a tall black man get out. He walked past Shooter with a slight limp and went straight into the club. "Wasn't that the Juice?" Shooter asked, amazed to see the notorious accused murderer so far from the city.

"Yeah, he's gonna be a fucking regular here now. Guess he ain't too popular anywhere else." They all cackled at that.

"So what about prospecting?" Shooter brought them back to the subject.

"No sweat," the ugly leader of the

"Listen, Dave, you've got more than just Dean's shoes to fill."

group said. "Come with us tonight. We'll rip off some new bikes, strip them, and you'll be a prospect by morning. When you've moved a couple of kilos of product on the street for the club, and not snorted too much of the profits, you get your patch. Wham, bam, thank you ma'am, you are DAMNED."

Shooter considered his bike his prized possession and didn't like the idea of ripping off someone else's ride. In his book, it was right up there with horse rustling and deserved hanging—at a minimum. "No, that really sucks," Shooter spat. "Some poor working stiff probably spent every dime he and his ol' lady had to buy a bike and then you all just wanna go take it. That ain't cool."

"Fuck you, you fuckin' pussy," the leader spat back, and rushed at Shooter with a tire iron. Before Shooter even had time to think, it was all on. It was fist city—and more. It was boots, bottles, and chains whistling past his head—but it was OK. His punches and kicks were connecting solidly and he had never felt stronger. He had always dreamt about catching a bike thief and now he had six of them to vent his righteous anger on.

Deep satisfaction swept over him when he heard bones break under his grip and faces explode like ripe tomatoes on his knuckles. Within half a minute there was blood on his boots and sweat on his brow. He was a fist-fighting machine, an avenging angel for every righteous biker who had ever had a bike ripped off. And as quickly as it started, it was over. Mitch was sucking air into his lungs like a raging bull, watching six bruised, battered, and bleeding assholes whimpering back into the INFERNO like the dogs they were.

Without waiting for them to organize reinforcements, Shooter got on his bike feeling really alive and blasted out of there—hitting 80 before he had gone two blocks. But at the next intersection, his luck ran out. The last thing he saw was a big black truck running the stop sign and nailing him in the side. The bumper hit his leg, the bike buckled, and he felt a searing pain for the second time that night. Then the strangest thing happened. It felt like the truck passed right through him. He was through the intersection and still up. He got on the binders and pulled to the side of the road shaking and looked back. It was the Four Corners intersection and there was the same all-night 76 where he got gas. But how could that be? That was hours ago and he was still here.

Shooter looked at his watch. It was well after midnight and he →

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hadn't gone 200 yards since 10. This was too weird.

As he sat there on the side of the highway trying to figure it out, he realized that it was then too late to hook up with his buddies in L.A., so he decided to make the ride down in the morning. He pulled a U-turn and headed home.

Within the hour he was back home and the chopper was triple locked and chained in the garage. On the way through the kitchen, Mitch grabbed a beer from the fridge and noticed a nasty black burn mark around one of the electrical outlets. He walked into the bedroom and clicked on the TV. It had been a long, fuckin' strange night, and he was too tired to deal with that now.

A sleepy Monica rolled over, looked up at him, and smiled. "Didn't expect you home 'til Sunday, hon. Trouble with the new bike?"

"Hey angel face. No, bike ran like a champ," Mitch said as he squeezed the long slender leg peeking out from under the covers. "Just some real weird shit. You know, *X-Files* kinda stuff."

"You see a UFO?" Monica teased gently.

"No. I'll tell you all about it in the morning, over a good breakfast," he said wearily.

"Oh, I had a strange thing happen, too," she said. "The blender shorted out when I has making a Slim-Fast shake for dinner."

"I saw the burn marks on the outlet. You all right, babe?" Mitch asked.

"Oh yeah, shocked me a little but I guess that I'm all right."

On the TV, an old black and white horror movie had just finished and the late night news was beginning. Mitch picked up the remote and was just about to channel surf to something more distracting when a picture of O.J. Simpson and the attorney he had just seen trying to buy his way into THE GATE came on the screen. The announcer began, "Special late-breaking news. Just in—a report that two hours ago, outside his house in Brentwood, Mr. O.J. Simpson was gunned down in an altercation with an irate member of the Coalition for Women's Rights. Also killed in the incident was one of Simpson's attorneys, identified as Charles Dinero. Initial reports indicated that the woman had shot both of them, but we have just learned from reliable sources in the LAPD that it was, in fact, the erratic shooting of Mr. Simpson's bodyguards that caused both fatalities. Next, we have the weather."

"Damn," Mitch said, "but I just saw them both less than two hours ago. Now this really is getting too fucking weird."

Monica looked at him like he was losing it and then asked, "Hon, what's that?" pointing to the front of Mitch's vest. On the front lapel was a small set of gold wings. "There's something on the back, too," she said. When Mitch took the vest off and looked at the back, he saw a long white patch with the word PROSPECT embroidered in gold. And if that didn't beat all, when he went to take his boots off, they shimmered in the dark, the serpent skin catching the moonlight through the open window.

"Guess I must have killed a serpent tonight," Mitch said smiling, as much to himself as Monica.

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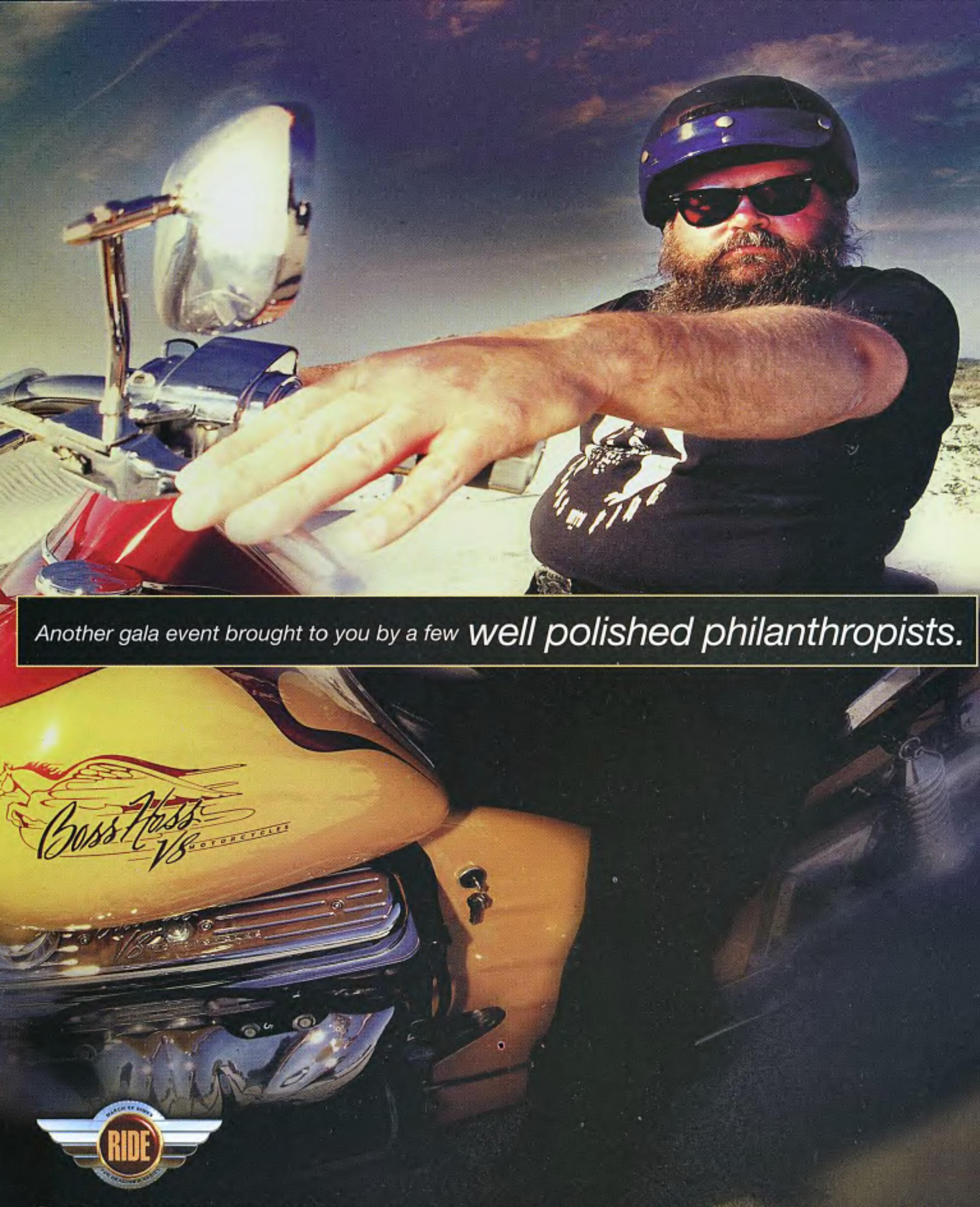
Cheryl
Waterbury, Connecticut



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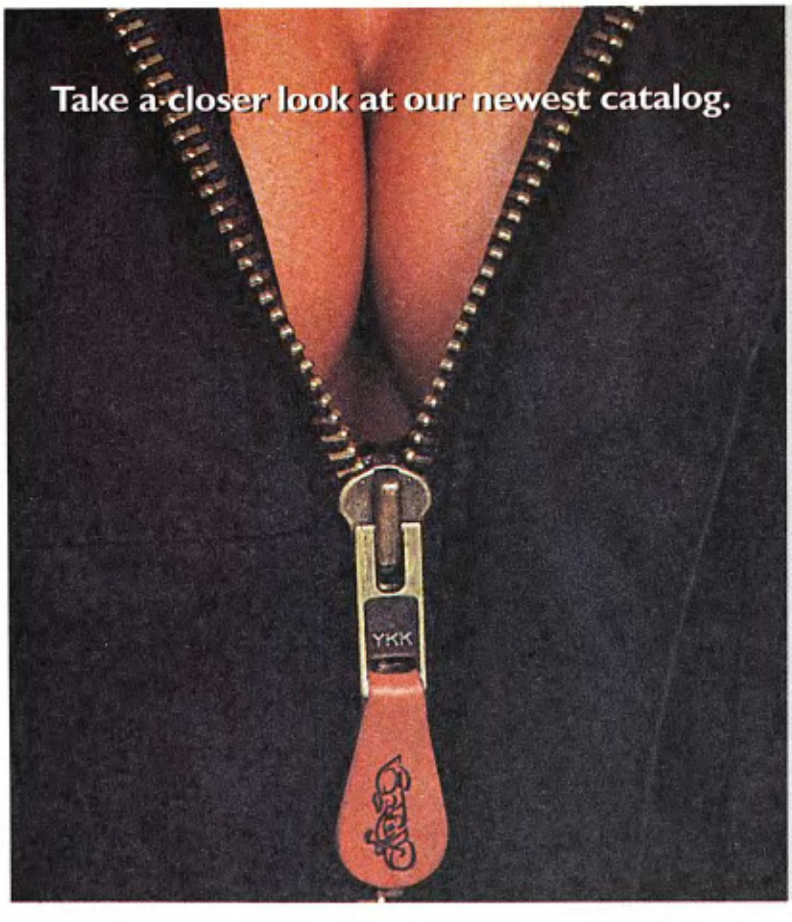

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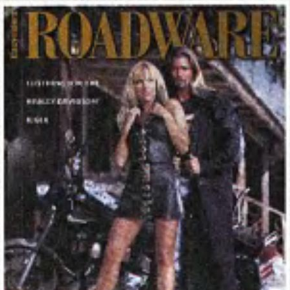

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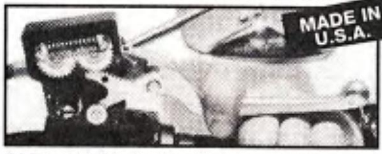

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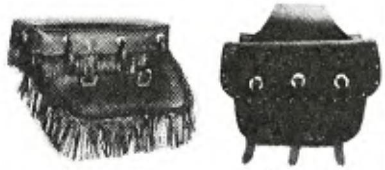

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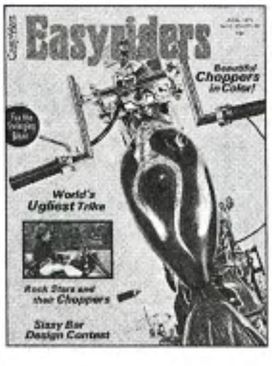

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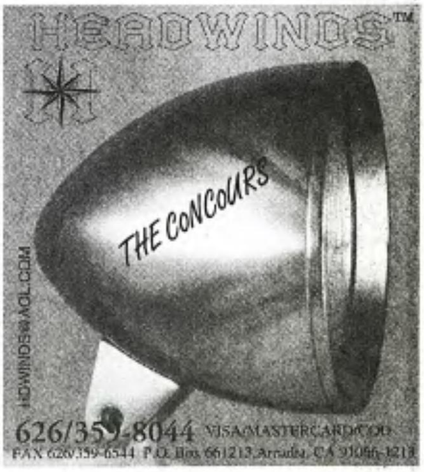

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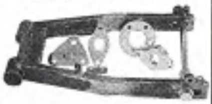

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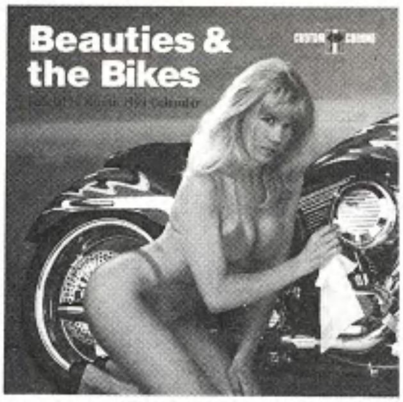

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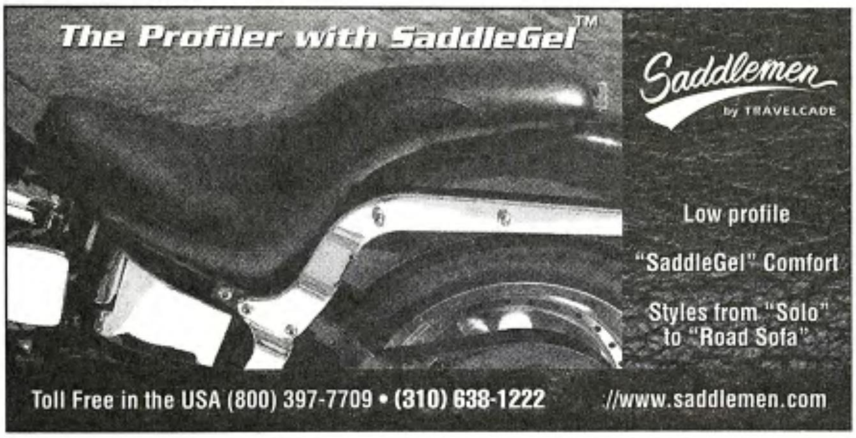
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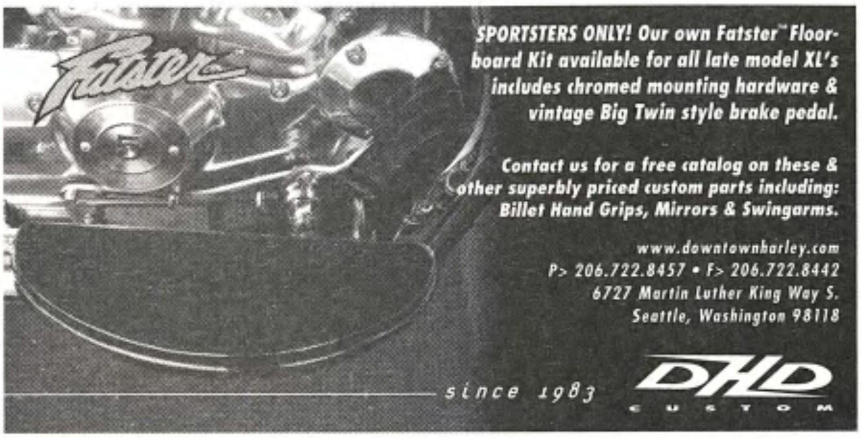

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Rip's Tips

Plastic

The dude who signs the paychecks around here asked me to write a road tech tip. "You know, like when you're riding in cold weather and ya gotta stop to buy a newspaper to put under your jacket," he said. "Or when it first starts raining, you can't ride in the center of the lane because it's greasy."

OK, I can do that. Let's talk about how important plastic is to a rider, particularly in inclement weather. Say you're puttin' down the road and being the dummy that you are, you forgot to bring along a jacket. (You skipped over the first fuckin' paragraph in the riders handbook where it says to take one whenever you leave the house). When ya left the pad the sun was shining, the bird's were singing, and all was just simply marvy. But all of a sudden you're caught in one hell of a driving rainstorm. A smart person would get the fuck out of it as soon as he or she could. But then again, if you were that damn smart you wouldn't be caught without proper rain gear in the first place. But saddlebags aren't cool on your custom chopper. So as you're being pelted by that stinging rain, think about how you and your pals made fun of that bagger. Did I hear you say "Parts is parts," or was it "Look at the garbage wagon"? What goes around comes around; think about it. So what to do?

Rule number 1: Look for an overpass to duck under and wait out the storm. It can't rain forever, can it? Right, sometimes it just seems like it will. I got caught in a hailstorm in Idaho one time and dived into a rain culvert. It was just large enough to hold my big ass. After it decided to let up, I crawled out to my bike to find a couple of inches of hail on my saddle. I scraped it off and continued on. What's a biker to do but carry on? Ya can call the auto club, but what good is it going to do you? They may direct you to the nearest motel, but that's what phone books are for.

Another time I was riding with a club that was checking out my mud. I was thinking of maybe asking them if I could prospect for them somewhere down the line. Then the same fuckin' thing happened. It started to hail, and we stopped in a rest area for a spell. Well, wanting to wear their patch made me a want to show them what a smart dude I was. I found a trash container and dumped the trash in the barrel, minus the plastic bag. Then I took out my trusty biker knife and made myself a poncho out of the garbage bag. I had enough foresight to leave the dirty side out. At the time, we called the people who rode with a club "suspects." If you turned out to be good enough, then you were called a "hangaround." It simply gives the members more time to see where you're from, what ya don't know about bikes, and who you know.

Well, this just goes to show—plastic is the answer, double-wrapped if possible. Yeah, I know it's a pain in the ass squeezing the air out before sealing it. Ya need really thick, heavy plastic, and even then it never lasts very long. The sun dries the bags out, then they develop cracks.

Some outdoor outfitters like Cabela in Sidney, Nebraska, manufacture some heavy canvas bags made with colored rubberized material sprayed over the top. They last longer but, eventually, they also go to shit. They can be repaired with contact cement or glue from your inner tube tire patching kit. Garbage bags aren't good to carry anything because they tear easily. They aren't even any good to cover a sleeping bag for the same reason. It's a waste of time and effort. Good sleeping bags usually come with some sort of waterproof cover. I've used so many baggies, you can follow my trail from state to state.

I can't remember everything, so I keep my notes and business cards in baggies until I need them. Plastic is good for covering your hands or leather gloves so they don't act like sponges and weigh you down. Your hands and feet are the first things on your body to get cold, simply because they are generally away from the rest of your body. Doctors like to call them your extremities. That's why they make upper and lower fairings.

Photo: Doug Mazell

Talking about plastic, don't some of those imported bikes look like plastic fantastic spaceship-looking sleds, right out of *Star Wars*? I wouldn't be caught dead aboard one of those contraptions. You know when they go down, there is gonna be plastic shit scattered all over the fucking place. Personally, I like the looks of the new Harley Road Glide. Yeah, I know they don't look cool sittin' next to your custom chopper, so suffer sucker. Don't snivel or whine, bite the bullet and look the coolest, while you freeze your ass off. As for me, I'm ridin' in style, and I'll be drier and warmer.

—Rip

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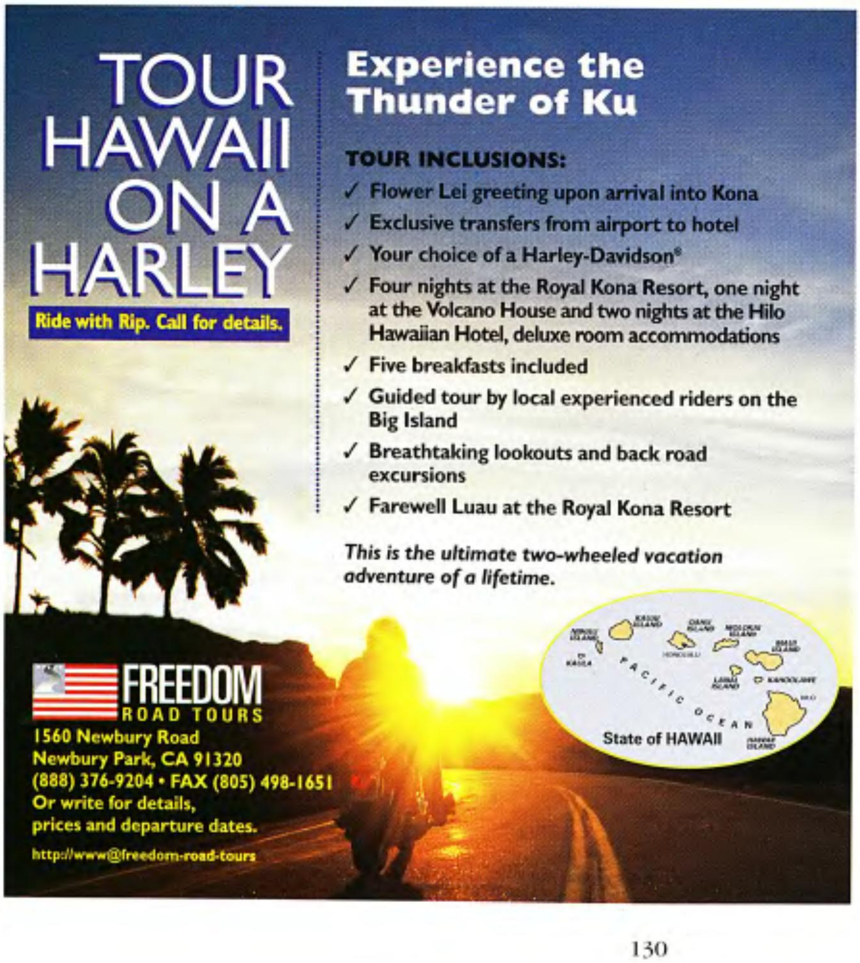

TechTips

Panhead, Take 2
Inside Panzer Motorcycle's Neo-Pan Engine

At this point in the two-wheeled world, we have more bikes, engines, and related components being assembled and sold than ever before. The performance field is now enjoying the widest selection of go-fast goodies we have ever seen, and by the looks of it, there is plenty more to come. With the wide assortment of engines available as kits, as well as complete units, there are now more styles to choose from than just Evos. For instance, Panzer Motorcycle Works in Colorado has been building Panheads and Panhead-powered motorcycles for the last year or so, and they deliver a top-notch product (see Bike 6, beginning on page 147).

Somewhere around 1996, Buzz Richardson, now the president of Panzer, started up the company with some other enthusiasts who wanted to bring back one of the most popular engines ever produced, the Panhead. Currently, their motorcycle production is going like gangbusters, and rightfully so. After all, what nostalgic enthusiast wouldn't want to have a rubbermounted swingarm Pan? But while that is pretty damn interesting in its own right, what we're interested in here is the heart of the beast and what makes it tick.

The Neo-Pan engine is a Panhead in every respect, with some modern upgrades and alterations to increase its performance, longevity, and appeal. The Neo-Pan is built with STD's special alternator/generator engine cases (a generator right side mated with a late-model alternator left-side case). This case (see photo) has been popular with custom builders looking to replicate the old styling with an Evo or Shovel top end. And with the increased production of the Neo-Pan, this case is no longer a limited-run item. The reasoning behind choosing the alternator/generator case was simple: The choices for primaries, both inner and outer, and the various hardware, such as trannys and starters, suddenly gave the customer more options. The Neo-Pan does use a generator, leaving the alternator cut-out on the case empty for the sake of authenticity.

The cylinder heads are also STD

and allow the option of using either Pan or Shovel barrels with them. (STD offers the choice of either or both hole patterns.) This flexibility allows more combinations for bore sizes while maintaining the classic look. The bore used on the Neo-Pan is 3.5 inches, which is backed up by Truett & Osborn Torquemonster flywheels with a 4.375-inch stroke. This gives the owner 84 inches, just a bit more than the usual 80 cubes we see now in the form of Evos, but without going overboard on stroke. The T&O flywheels are fitted with a JIMS late-model pinion shaft, the end-oilers we see on '73 and up cone engines, as well as an '81-up sprocket shaft. As for the rest of the crank assembly, S&S rods with steel bearing cages are used in conjunction with cast pistons and Panzer's own piston-pin buttons, which are made in-house.

Photo: Mike Lichter

The Neo-Pan is built with STD alternator/generator cases for easy interchangeability with other stock and custom components.

Model: ....Neo-Pan
Builder: ....Panzer Motorcycle Works

Top End
Displacement: ....84 cubic inches
Rocker boxes: ....aluminum/ceramic coated
Heads: ....STD Panheads
Valves: ....SI
Rockers: ....roller tip by Baisley
Pushrods: ....Bender Cycle USA
Pushrod tubes: ....Colony USA
Lifters: ....JIMS
Lifter blocks: ....JIMS
Cylinders: ....S&S 3.5-inch bore
Cylinder bolts: ....made in USA

Bottom End
Pistons: ....CCI Premium (cast)
Rods: ....S&S with steel bearing cages
Flywheels: ....Truett & Osborn Torquemonster, 4.375-inch stroke
Crank pin: ....S&S
Sprocket shaft: ....JIMS
Pinion shaft: ....JIMS
Balancing: ....trade secret
Engine cases: ....STD
Camshaft: ....Andrews
Cam cover: ....S&S
Oil pump: ....S&S

Intake & Exhaust
Carburetor(s): ....S&S Super E
Air cleaner: ....S&S
Exhaust pipes:...................Panzer
Mufflers/baffles: ....SuperTrapp

Electrical
Ignition: ....electronic with mechanical advance
Coils: ....12-volt dual-fire
Generator: ....Cycle Electric with built-in regulator

Other: ......flowed heads, oil feed and scavenge modifications, outside top-endoiling, aluminum piston pin buttons by Panzer

Buzz says that there are also several tricks they do to the Neo-Pan's oil and breather system for vastly improved oiling and oil evacuation over the old system. Of course, Buzz keeps these mods a secret, as they are proprietary to the Neo-Pan. But given the success of this engine's oiling and breather system, that makes a lot of sense. There is also a crankcase modification that feeds primary oil pressure directly to the lifters and top end ensuring a well-lubricated valve train.

Panzer made sure that the valve train also received special attention and modernizing when the engine was first developed. The rocker arm guides are made from aluminum billet and feature replaceable oil-impregnated bronze bushings. Baisley Hi-Performance modifies the stock-style Panhead rocker arm to the more contemporary roller tip design for additional performance and longevity. The rocker arm guides and roller-tip rockers will bolt directly into any Panhead ever built by Harley-Davidson, just in case you're interested in breathing some new life into your old sled. Valve seals are also incorporated into the Neo-Pan's valve train as a further upgrade, which makes this engine even more reliable and smog-legal to boot.

The Neo-Pan is built entirely at the Panzer Motorcycle Works facility using absolutely no sub-assemblies. The engine is also 99.9 percent American made, the exception being only the pistons, which are an import. Buzz says that the biggest reason for this is cost, since the drive to produce the best quality and most cost-effective product is Panzer's first concern. The Neo-Pan and the Panzer Nomad motorcycles are currently in production and are immediately available. Engines are available as complete assemblies as are the rocker arms and rocker guides, so it looks as though the once-dormant Panhead has some renewed life and a steady future to look forward to ... again.

—Wordman

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Bolt-In And Blast
Ground-Poundin' Bumpsticks For 80-Inch Evos

Every performance upgrade has to start somewhere. And although it is often easier to change a set of pipes than it is to swap a cam, we should address the cams here as a possible first choice. See, the Evolution responds with great power increases if you simply get it to breathe. But while slapping on a bigger carb and a set of free-flowing pipes can help, they won't amount to a hill of beans if the engine won't let the charge in or allow it to get out. So let's have a look at some cams, shall we?

Now cams are about as numerous as exhaust systems, so you will want some recommendations on where to start looking, even if it is just to know what kind of cams your friends are running so you can ask how they like them. And if you are just starting off, or you are not ready to sink some major dough into head and machine work (gotta notch those pistons on some of these high-lift sticks) then a bolt-in cam is the way to go.

What we did here, was consult the makers to see what they recommended. As usual, they were concerned, as they are with all of their customers, as to what kind of bike we were looking to recommend cams for, what kind of riding we wanted info for, and many other details essential for choosing the right cam. Our stipulations for this guide were pretty basic, though, because this time we were only interested in bolt-in cams for stock, 80-inch Evos that would add more seat-of-the-pants power, pure and simple. We want performance here, for all big twin bikes that you folks out there enjoy racin' around on, Softails, Dynas, FXRs and the like.

So what we have here is a list of camshafts that are designed to "bolt-in" without the need to notch pistons, change valve springs, raise compression, or have any other kind of work done to make the cam do its job. This way, you get an honest power increase you can feel, and you'll know with future changes, like pipes and carbs, if you're heading in the right direction. So without any more fanfare, we will get right to the nitty-gritty.

—*Wordman*

ANDREWS PRODUCTS
5212 Shapland Ave., Rosemont IL, 60018; (773) 992-4014, (773) 992-4017 fax

As luck would have it, we caught Andrews just in time, with their latest bolt-in performance cam, the EV-23, ready to hit the streets. This new entry to Andrews' long line boasts crisp throttle response and strong pulling power from 1,500-6,000 rpm. It's an excellent cam for heavy bikes and bikes with high gearing, and it also works well in high altitude.

EV23	Intake	Exhaust
Open/close	0/30	40/8
Duration @ .053	220 degrees	228 degrees
Valve lift	.498 inches	.498 inches
Lobe center	100 degrees	106 degrees

BARTELS' PERFORMANCE PRODUCTS
3237 Carter Ave., Marina Del Rey, CA 90292; (310) 578-9888, (310) 578-9889 fax

Bartels' line of cams has much to offer the enthusiast who is looking for bolt-in performance. The BP 40 will add that necessary boost in your performance levels with increased mid-range and top-end power for the street. Bartels' says that this is one of their best sellers for those looking for bolt-in power.

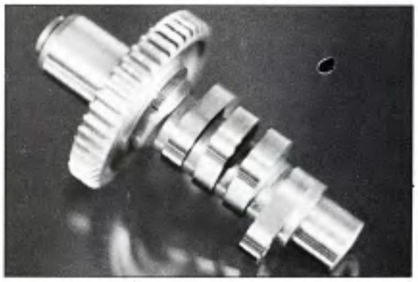
BP40	Intake	Exhaust
Open/close	21/37	48/20
Duration @ .053	238 degrees	248 degrees
Valve lift	.495 inches	.495
Lobe center	98 degrees	104 degrees

CRANE CAMS
530 Fentress Blvd., Daytona Beach, FL 32114; (904) 252-1151, (904) 258-8846 fax

The Crane Fireball 1-1103 is probably their best bet for the bolt-in power upgrade. Designed for heavier bikes, it will add the extra get-up-and-go that your sled needs. This cam will also work well with your future engine modification plans, including compression ratios up to 9.5:1 as well as exhaust and intake changes. Even as the only change to your engine, Crane says that this cam really wakes up the powerband from 1,500-4,500 rpm.

1-1103	Intake	Exhaust
Open/close	16/40	43/19
Duration @ .053	226 degrees	242 degrees
Valve lift	.490 inches	.490 inches
Lobe center	102 degrees	102 degrees

LEINEWEBER
P.O. Box 355, Yucca Valley, CA 92286; (760) 364-4432, (760) 364-3402 fax



Leineweber is another long-standing name in performance cams for Harleys, and their E3S was designed for the rider who wants more performance than the stock cam provides without doing head work or making a valve spring change. This cam gives a broad powerband with plenty of bottom and mid-range power, up to 6,000 rpm. Please note that the timing and duration specs listed here for the E3S are taken at .020-inch lift.

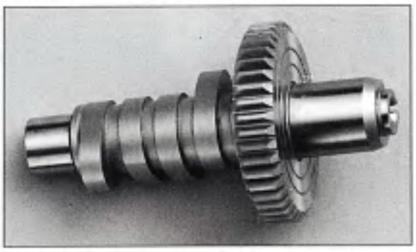
E3S	Intake	Exhaust
Open/close	44/62	70/36
Duration @ .020	286 degrees	286 degrees
Valve lift	.500 inches	.500 inches
Lobe center	99 degrees	107 degrees

REVTECH BY CUSTOM CHROME
16100 Jacqueline Ct., Morgan Hill, CA 95037; (800) 729-3332

The tried-and-true RevTech 20 camshaft enhances the mid-range and upper end of your powerband, but will also provide an added increase down low. Designed to run well from 2,500-6,500 rpm, this cam will also work well with additional performance upgrades you'll want to try later on, such as the matched components found in the RevTech line of performance hardware.

RevTech 20	Intake	Exhaust
Open/close	22/46	59/19
Duration @ .053	24 degrees	258 degrees
Valve lift	.480 inches	.490 inches
Lobe center	102 degrees	110 degrees

SIFTON MOTORCYCLE PRODUCTS
943 Bransten Rd., San Carlos, CA 94070; (800) 227-1962, (650) 592-2203, (650) 592-2810 fax



Also known as the Interstate, Sifton's 143-EV works best in the low- and mid-range area, just where you want it the most. For those of you looking to maximize the torque from your Evo, this cam should provide noticeable enhancements over your stocker, even in the higher rpm range up to 5,700 revs.

143-EV	Intake	Exhaust
Open/close	20/35	46/14
Duration @ .053	235 degrees	240 degrees
Valve lift	.500 inches	.500 inches
Lobe center	97 degrees	106 degrees

V THUNDER BY COMPETITION CAMS
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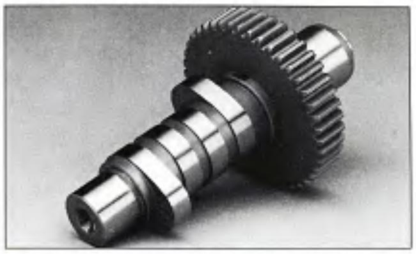

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EVL-3020	Intake	Exhaust
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Lobe center	102 degrees	102 degrees

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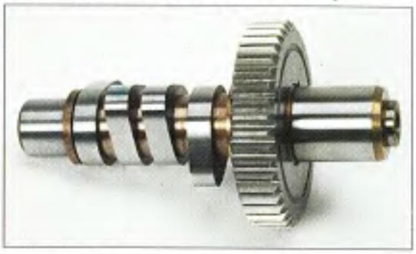

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#1740	Intake	Exhaust
Open/close	19/43	48/24
Duration @ .053	242 degrees	252 degrees
Valve lift	.490 inches	.490 inches
Lobe center	102 degrees	102 degrees

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Lobe center	98 degrees	106 degrees

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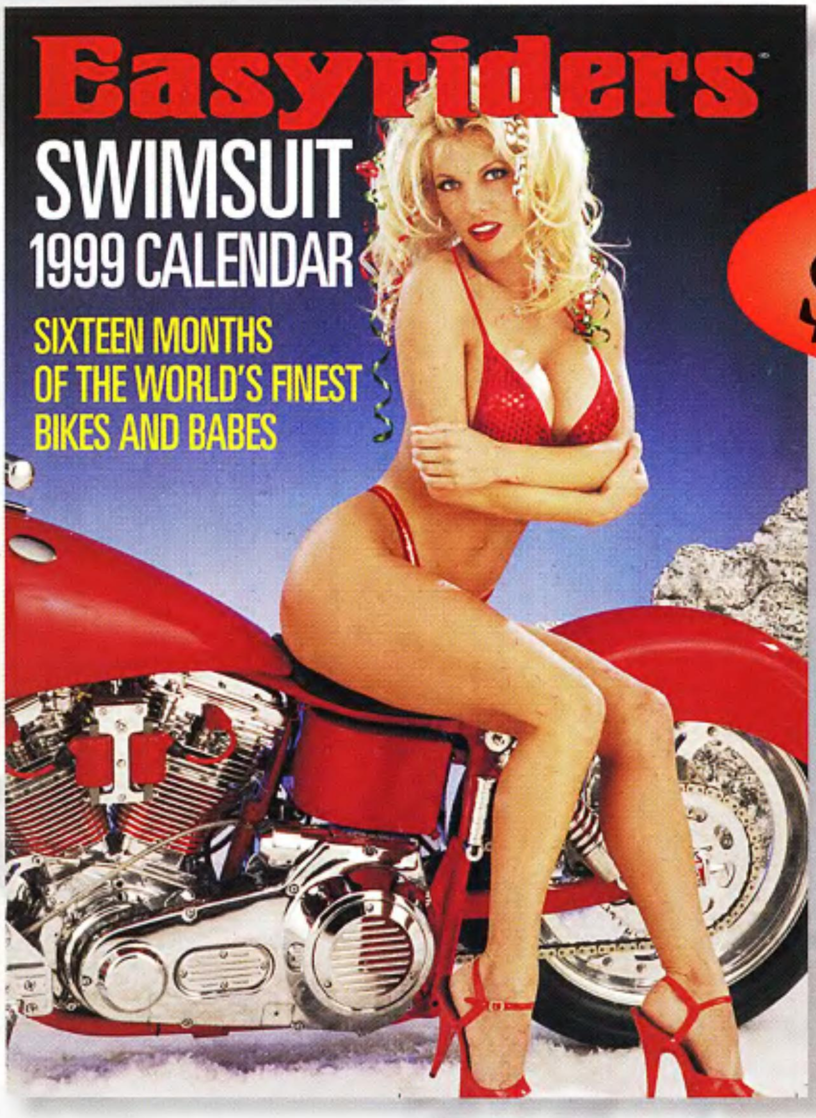

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TechTips

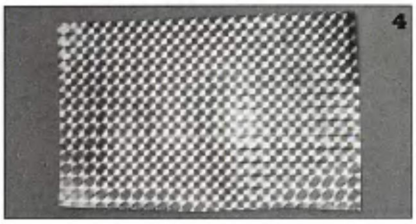
Polymers, Pearls, 'Poxies
A Primer On Paint

Versatile as rat bike bungies, tough as stroker flywheels—it's paint. Almost every V-twin part—not plated, rubber, or billet—sports a coat **(1)**. Once simple, paint today is chemically complicated. So for big jobs, seek a local wizard with experience and equipment. But sometimes you may need a small, fast repair, or, at least, a vague idea of what happens. So here are the basics.

Pigment is paint's beginning, the color you see. It's powder **(2)**, ground

1

2



4

3

5

Spray cans are a good way to do the job yourself.

6

7

8

from solid chemicals like titanium dioxide (white) or ferrous iron (red). In custom finishes special pigments like transparent dyes (candies), small metal flakes (metallics, **3**), lead carbonate crystals (pearls), ground-up diffraction grates **(4)**, even glass beads **(5)** add prismatic, reflective or interference effects, like oil slicks.

Binder (or, vehicle) usually suspends the pigment in a liquid thinned by a solvent so it can be sprayed. How the binder dries, hardens, or otherwise cures defines the major type of paint: In lacquer, the binder is a plastic, or polymer, dissolved in solvent; it sets up purely by evaporation. So do some water-based latex, urethane, or acrylic emulsions. Common lacquer binders are cellophane (nitrocellulose, trade name Duco) and acrylic ester (methylmethacrylate, trade name Lucite).

Powdercoat uses a dry binder, a polymer (plastic) powder mixed with pigment. During spraying, it adheres by an electrostatic charge **(6)**. Then, oven baking lets it flow and harden into a tough film. Powder is great for chip-prone areas like wheels **(7)** and frame rails. It's basically paint without solvent, an environmental advantage, since many solvents are toxic.

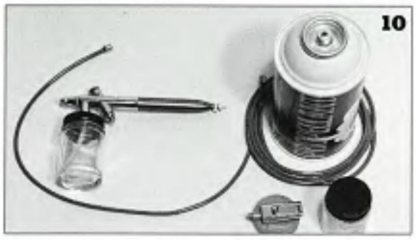
Enamels, based on "dryers" like linseed oil or alkyd/amino resins, partially dry as solvents evaporate. The binder fully cures by hardening upon exposure to oxygen. That's why enamels often "skin" over in a can. For baked or stove enamels, heat speeds up or even replaces this oxidation.

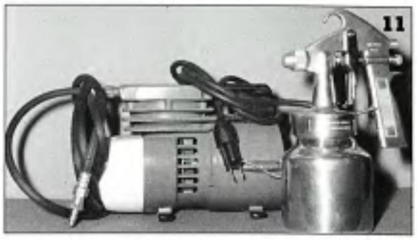
Catalyzed finishes, many urethanes, and epoxies have two-part binders. You mix them together and they harden purely by chemical reaction—a plus for gas tank fuel resistance. Some acrylic enamels can also be accelerated by catalysts. And some urethanes cure upon exposure to atmospheric moisture, like silicone caulk. Instead of conventional paint, fiberglass products often incorporate pigment into clear, catalyzed gel coats. It gets complicated.

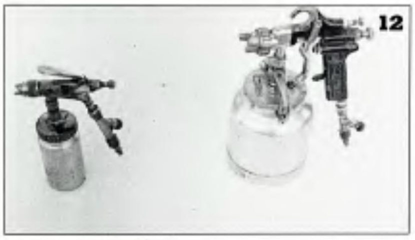
So much for theory. Now it's time for some real-life tips.

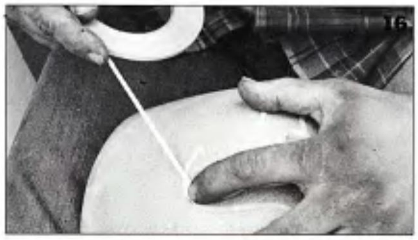
Equipment. Spray cans are a good way to do the job yourself. Labels **(8)** generally say what's inside. Some vendors formulate weird hybrids, so stay with one brand and one type. Procedures vary; follow can instructions. Make sure fillers and primers are compatible. If you're brave, the next step up lets you mix your own paint: small

"You're right! There is a nip in the air tonight."









Photos: Jake

sprayers **(9)** or airbrushes **(10)** using canned air or tabletop compressor outfits **(11)**. Pros use varied heads **(12)**, a big compressor and tank for the many paints and pressures required.

Media. For backyarders, lacquers rule. They dry fast and can be frequently repainted to fix screw-ups. Some other paints have complicated "recoat sensitivity"; they cannot be recovered unless still wet or fully cured. But many specialty one-layer coatings like high heat and wrinkle come in cans and give excellent results. Unless handled promptly and correctly, catalyzed paints can clog equipment, hinder overspray removal, and wreck your lungs. Leave them to the pros. Use a heavy-duty respirator **(13)**, always!

Adhesion. You need clean surfaces. Eliminate oil and corrosion. Chromate primers help the latter. Modern catalyzed finishes and/or silicone polishes have high gloss; patches or overlays may not stick well. Two cures: Scuff the finish with 400-grit sandpaper, or use special anti-fish-eye or intercoat primers.

Application temperature. Spray outside on a warm, dry, calm day. High humidity and heat can cause paint cloudiness called blushing. To prevent this, pros control evaporation rates via custom-mixed slower solvents or retarders **(14)**; they give water vapor time to escape.

Gloss. Don't expect glass smoothness in one coat. Spray too dry or distant and you'll get sandpaper; too heavy or wet risks runs like cheap hosiery. Do repeated light coats. Fix orange peel with progressively finer rubbing compounds **(15)**. Wait to wax for a month or two, so solvents fully evaporate.

Masking. Careful use of tape makes even a budget job look professional by reducing grungy overspray. It ain't rocket science: Work slowly, push down edges firmly, remove promptly. For curves, narrow tape **(16)** helps. Spray-on maskers can be cut with a razor, then peeled off **(17)**.

With all this dope ('scuse the pun) now going for you, it's time to paint that backyard bracket rat bike black. Then, you can go paint the town Johnnie Walker red!

—Jake

"Stop bitchin' or I'll make you walk!"

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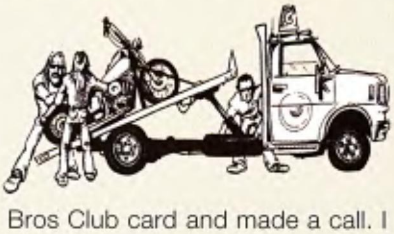
SHIT HAPPENS!

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't have been better. On day two we rolled into the desert. I was out in front, feeling the heat of the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

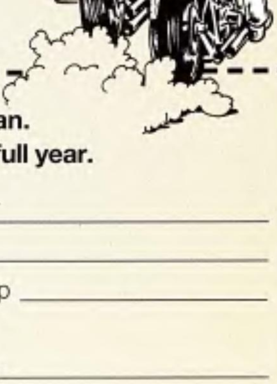
A few hundred feet ahead was a call box, so I pulled out my



Bros Club card and made a call. I didn't know what to expect, but they hit me with a good attitude and told me to hang, for someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King for the trip to *Easyriders* of Fresno. The petcock was replaced and within two hours I was back on the road.

It's a dream to call a service that doesn't give you shit about being a biker.

Ride Forever,
Snarlin' Jack
Pacoima, Calif.



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BA303

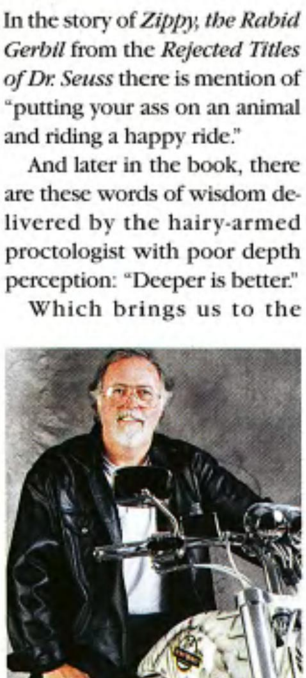
ReadersRides

Dick Stafford
Charlotte, North Carolina
1997 Titan Gecko SX

In the story of *Zippy, the Rabid Gerbil* from the *Rejected Titles of Dr. Seuss* there is mention of "putting your ass on an animal and riding a happy ride."

And later in the book, there are these words of wisdom delivered by the hairy-armed proctologist with poor depth perception: "Deeper is better."

Which brings us to the *Jurassic Park*-themed paint job on Dick Stafford's Titan motorcycle, adeptly applied by painter Mike Learn. If you look closely at the wild animal graphics paint job, you can almost see the ribs on the far side. That's deep! Then you put model Chelle Stover on the back and you've got one helluva happy ride.



Photos: Joseph Ciarlante

Ah, but there's more! Dick owns the *Easyriders* Store in Charlotte, so it was important that his bike sported the best of everything.

The Titan/Daytec frame holds a Titan enhanced, balanced, and blueprinted 96-inch all S&S engine with an S&S Super E carb, a Titan cam, Titan/Compu-Fire ignition, Thunderheader pipes, and a Delkron-cased tranny with all Andrews gears adjusted to Titan specs. The inverted Titan/Ceriani forks hold a polished 21-inch Performance Machine Fusion Viper wheel, Dunlop tire, and 4-piston Performance Machine brake with a 13-inch semi-floating rotor.

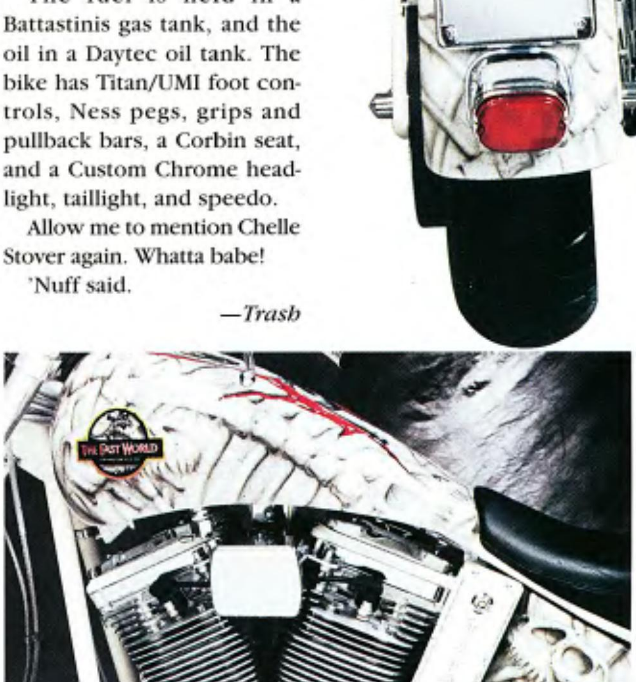
The tail end is held up by a set of KT shocks modified to Titan specs, a 17-inch Viper wheel with Metzeler tire, and a 4-piston Performance Machine brake with an 11.5-inch polished rotor.

The fuel is held in a Battastinis gas tank, and the oil in a Daytec oil tank. The bike has Titan/UMI foot controls, Ness pegs, grips and pullback bars, a Corbin seat, and a Custom Chrome headlight, taillight, and speedo.

Allow me to mention Chelle Stover again. Whatta babe!

'Nuff said.

—Trash



Greg Phillips
Monterey, Tennessee
1962 Panhead

Remember the old, standing-around-the-bonfire biker stories ya used to hear, the ones that go, "Yep, I found this ol' Knucklehead in a barn back in Iowa. It was covered with chicken shit. I bought it from the old farmer for $200. The guy had no idea what he was sitting on."

Some of these old stories *are* true, 'cause they've happened to me, but not in the last 20 years or so. Well, I guess it can still happen, and here's the proof, bros.

Greg found this Panhead four years ago ... in a barn ... in boxes ... covered with chicken shit ... and he bought it for just $1,800!

It had been there since 1972, but the old owner had squirted oil down the spark plug holes and turned it over every couple of months to keep it free, so Greg didn't even have to tear down the motor.

I can't tell ya how refreshing it is to see a chopper like this: Suicide clutch, jockey shift, raked, stretched, 12-inch extended fork tubes, 7 1/2-inch risers, sky-high-apehangers ... it makes this ol' scooter tramp's heart skip a beat or two.

Hell, this thing is so hot it has to be illegal. But as Greg says, "What's the use in being an outlaw if ya don't break the law."

How would you label this bike? Stock chopper? Original custom? An actual fantasy (the opposite of virtual reality)? Whatever you wanna call it, it brings back fond memories of the early '70s. Which reminds me, did I ever tell ya about the bike I found in an old shed in South Dakota? It was in boxes, and covered with ...

—Trash

Photos: owner

"Badlands" (aka John Pederson)
Spring Lake, Minnesota
1973 FL

I want you to do a favor for me. Yes, you! I want you to go to the bathroom, look in the mirror, and if the face you see in the mirror is that of "Badlands" John Pederson, give him a great big wet willy for me. Kid, you built a very nice bike! I like it. Not only that, but you wrote such a nice story about the paint theme, that I'm going to use it for this story, making my job much easier:

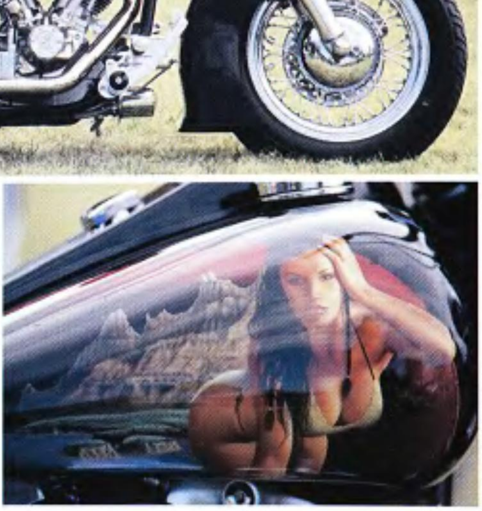
"What is life all about? I wanted to do a theme about life, from the beginning through the end. The old scholars would say that life is nothing but decisions—decisions today dictate your life tomorrow. However, as a biker, I think more in the pure form. Life is really more about relationships and sharing experiences and feelings with another individual.

"On the front fender I show a young warrior and his Indian bride and baby, starting their relationship and family. The dash and tanks represent getting back to the pure form of the bride's beauty and how the warrior sees it—as natural.

"The rear fender represents a burial ceremony of the warrior's bride at the end of life. In the face of the warrior we tried to show the sorrow he is feeling at the loss of his life partner.

The whole scene is centered around the Badlands in South Dakota—which is my nickname, 'Badlands.'"

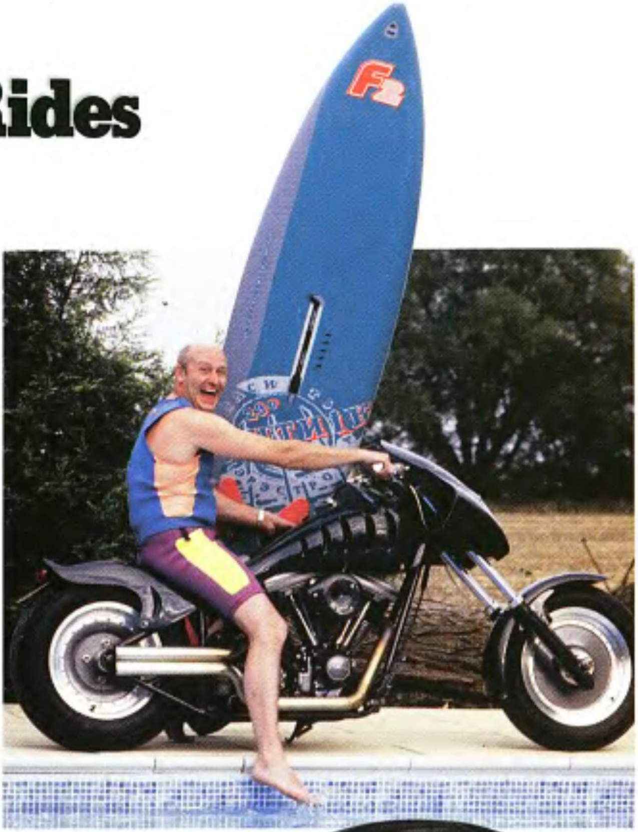
Badlands would also like to make the following dedications: to Jerry Snyder for the paint, fenders, and tanks, Gary Grimes for the motor work, Gary from Kokesh for his late-night help, Bob Schuch for rebuilding the tranny, Kokesh of Spring Lake Park, and to Karen, for making my cot in the garage — *Trash*



Photos: Mike Lichter

ReadersRides

Steve Kenny
Surfing the UK
1996 Special
Construction Shark



The owner and builder of this black barracuda, Steve Kenny, loves to surprise anyone stupid enough to stand close as he opens up the throttle to red line. His face shows no pity, but, rather, a mischievous grin as if to say, "Fucking great!"

Steve sold his other stylish creation, a Low Rider that was featured in *Easyriders* a while back, and began buying odds and ends to build a bike from scratch. I asked Steve why he sold the other bike so soon after it was completed. "I just wanted another challenge ... besides chasing women," he replied.

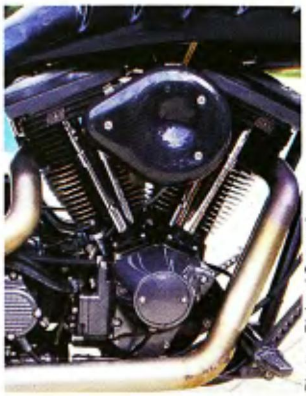
With the front wheel of a Fat Boy, a rear wheel from a Volkswagen Beetle, and a pair of front forks off a motocross bike lying on the floor of his home garage, Steve began to ponder about what sort of bike he wanted to create. It had to be unique. It had to look mean. And it had to have power. With those three elements in mind, Steve started drawing designs on his computer.

First thing on the agenda was to have a frame made by a local firm to accommodate a 5-speed,solid-mounted FXR gearbox. Two-inch stainless steel pipes were also tailor-made to Steve's specifications for that extra deafening thunder.

Steve, an experienced welder and engineer, hand fabricated many of the engine components. It wasn't long before the heavily modified, 1600cc S&S was bulging with muscle. With brakes from some Pacific Rim makes, Metzeler tires, and carbon fiber bodywork hand molded by Steve, the scooter was beginning to take shape.

The fuel tank was remolded to accommodate the shark gills, which were crafted on each side. The nose of the shark was incorporated into the front fairing. The solo saddle was handmade by one of Steve's friends, a Formula One upholstery specialist, and, lastly, the bike was sent to one of England's premier painters, John Spurgeon, who skillfully adapted the artwork to Steve's design. If you look closely at this bike, you can see blue sharks lurking around the fuel tank and fenders. Nice touch, John.

Upon completion, The Shark went on to win a number of awards including Best Engineering and Best Of Show at the Southwest Custom Bike Show and Best Street Custom at the British Motorcycle Federation show.



Photos: Richard Sowersby

What are Steve's plans now? "There are some secrets that I won't reveal," he says, "but my desire is to build a twin-engine Harley, mounted side-by-side, with one engine running in reverse and the other running forward. The engineering will be easy, but the starter motor will be a challenge, and that's what keeps me going—a challenge."

—Richard Sowersby

"Dammit, Jack, it's either me or her!"

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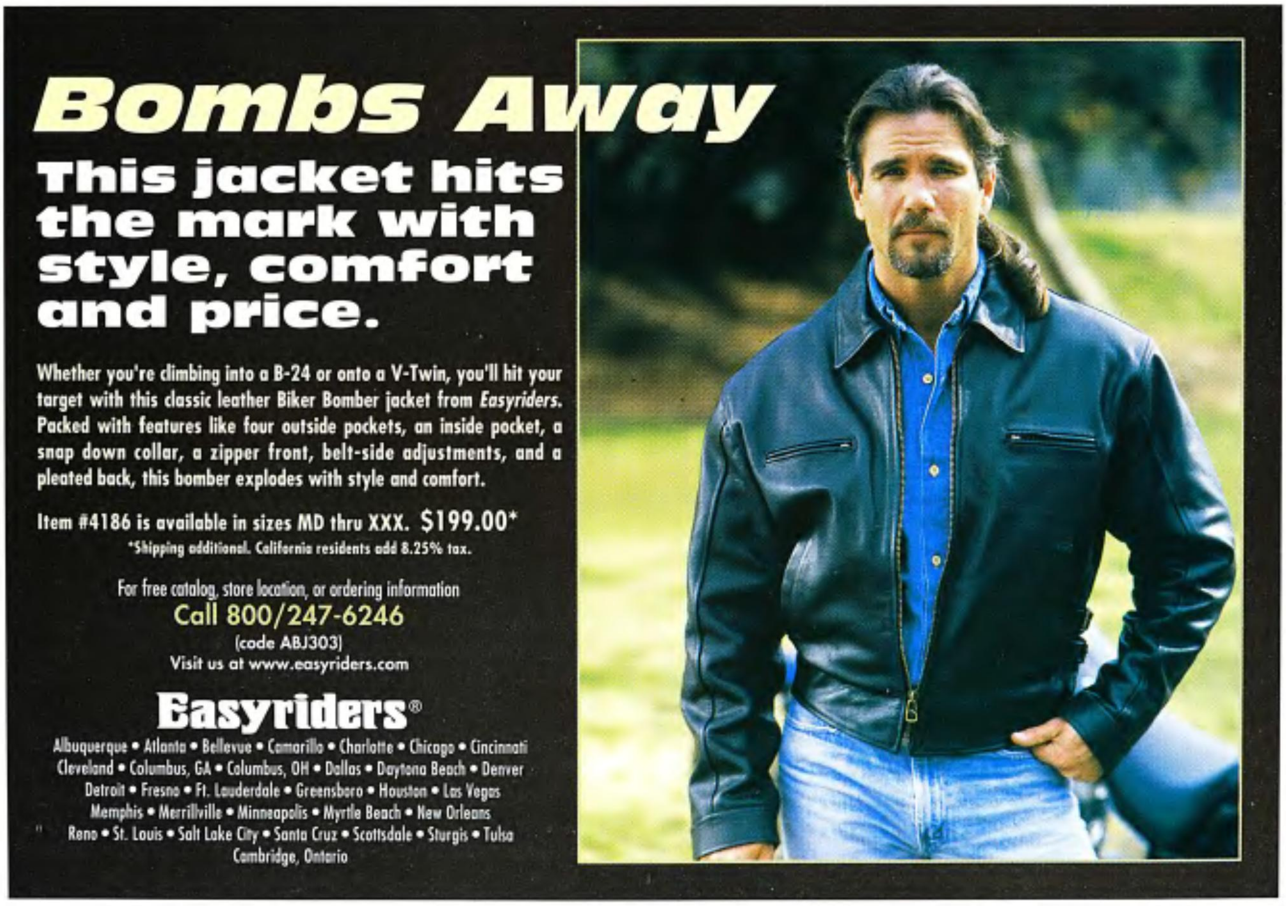
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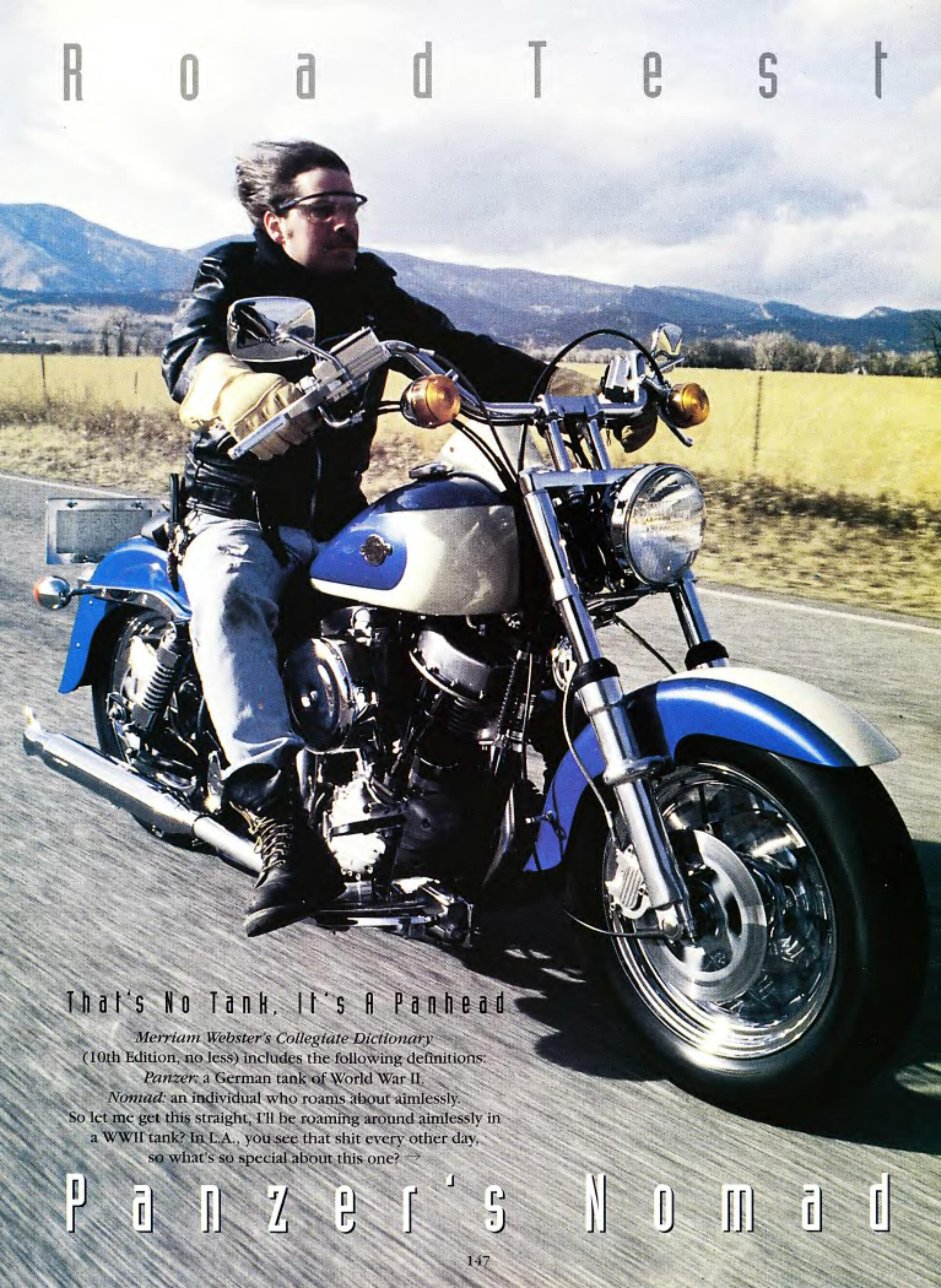
Road Test



That's No Tank, It's A Panhead

Merriam Webster's Collegiate Dictionary
(10th Edition, no less) includes the following definitions:
Panzer: a German tank of World War II.
Nomad: an individual who roams about aimlessly.
So let me get this straight, I'll be roaming around aimlessly in
a WWII tank? In L.A., you see that shit every other day,
so what's so special about this one? →

Panzer's Nomad

Well, for starters, although it may be built as strong as a tank, it certainly doesn't feel or handle like one. And it will most assuredly make you want to wander around aimlessly.

Such was the case when Raymond Winisky, one of the four partners of Panzer Motorcycle Works, LLC, called me a few weeks before the Laughlin Run and asked a favor. He needed to get a couple of bikes to the event and had run outta space in the trailer. He wanted to know if I would help one of his test riders take the bikes from Colorado to Laughlin, Nevada. Gee, let me think ... helmetless through three scenic states in good weather, and I don't have to worry about thrashin' the bike? Hell yeah, I will!

I was really looking forward to the ride as I flew into Colorado Springs to start the trip. I was met by Ken Crepea, the third partner of Panzer, and "Fucking" Dave Deligi, who turned into my new riding partner. Yes, that's his name, and it truly fits. Everywhere we went, no matter what happened, you just looked around and said, "Fucking Dave." We threw everything into the chase trucks and started our trek to Laughlin.

Right off the bat, I could tell this wasn't your typical bike. The Nomad resembled an old '49-'51, no-nonsense Panhead, with the exceptions of the comfort and power. The Corbin Fastback seat is very comfortable, and with the forward controls, wide handlebars, and the 84-cubic-inch engine, Mikuni carb, Andrews cam, and SuperTrapp pipes beneath me, it was no wonder why it took us almost four days

to make a two-day trip! During our "excursion" we changed altitude three or four times, from 2,000 feet to over 7,200 feet, as we traveled through Jerome, Arizona, and the Coconino National Forest. And the Nomad didn't even sputter. This bike pulled its weight, and then some.

The one thing that makes the "idea" of this motorcycle work so well, is that the company is owned and operated by old-school bikers who are dedicated to building old-school type rides made for long hauls. Although this Nomad will do very well around town, it makes you want to hit the highway on a moment's notice. It's that comfortable and reliable. The Neo-Pan engine seems to be the engine of the future, at least for Panzer, as it combines all the nostalgia of the past with the very best of today's technology. This brought up my only concern about these bikes.

On the day I picked up this Nomad, Panzer had just received their EPA approval and were ready to begin increasing their production. However, with only one dealer at this time, who's going to service the bikes? My question was answered when Ken and Ray told me they were already talking to some financial backers about increasing their dealer network around the country. I enjoyed riding the Nomad, and urge you to contact Panzer Motorcycle Works, LLC, P.O. Box 425, Canon City, CO 81215, (719) 269-PANS (7267). Also, keep an eye out for the October issue of *VQ*, on sale July 21, 1998, as Panzer will be included in our updated New Model Guide.

—*Oil Can*

MOTORCYCLE
PANZER
WORKS U.S.A.

Manufacturer: Panzer Motorcycle Works
City: Canon City, Colorado

General
Fabrication: Panzer
Year/make: 1997 Panzer
Model: Nomad
Value: $23,969
Assembly: Panzer
Chroming: none

Engine
Year/model: 1997 Neo-Pan
Ignition: Vulcan Electronic
Displacement: 84 cubic inches
Lower end: balanced Truett & Osborn
Balancing: trade secret
Pistons: 9.3:1
Cases: modified STD
Heads: flowed STD
Cam: Andrews
Lifters: JIMS Power Glide
Carb(s): Mikuni HSR-42
Air cleaner: stock
Pipes: SuperTrapp
Mufflers: SuperTrapp

Transmission
Year: 1997 5-speed
Shifting: foot
Engine sprocket: 24-tooth
Trans sprocket: 34-tooth
Wheel sprocket: 68-tooth

Paint
Molding: none
Painter: Panzer
Color: Royal Gorge Blue/cream
Type: polyurethane

Frame
Year: 1997
Builder: Jenkin
Type: rubbermount swingarm
Modifications: 31-degree rake, powdercoated

Accessories
Bars: K&N
Handlebar controls: GMA
Fender(s): stock Nomad
Headlight: Paughco 7-inch
Taillight: tombstone
Speedo: stock
Dash: modified Ness
Pegs: front: half moon shaker boards rear: optional
Rear pegs: optional
Foot controls: stock
Gas tank: 5-gallon
Oil tank: 3.5 quart
Oil system: high-volume
Primary cover: chrome
Seat: Corbin
Mirrors: stock
Grips: rubber

Forks
Type: hydraulic wide glide
Builder: Panzer

Wheels

Front
Type: dual flange
Size: 16-inch
Tire: Firestone
Brake: GMA

Rear
Type: dual flange
Size: 16-inch
Tire: Firestone
Brake: GMA

Photos: Mike Lichter

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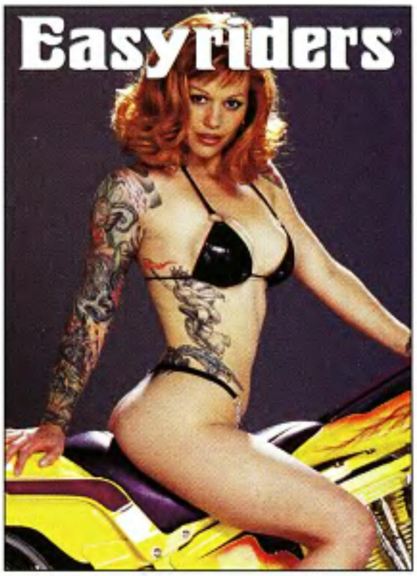
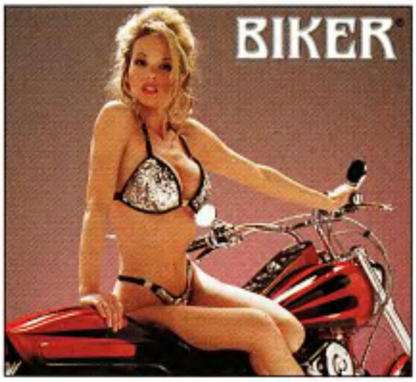
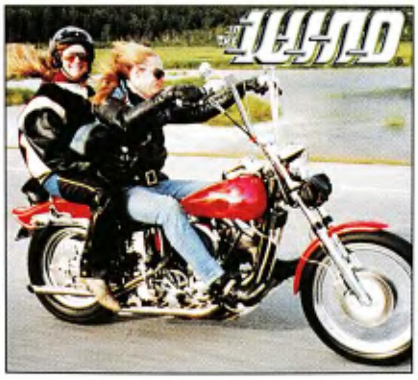
ComingAtYa

We'll get under your skin in the October issue with our annual Tattoo Special. Ride with the *Easyriders* crew to Harley's 95th, meet America's most photographed *Penthouse* Pet, get our guide to Daytona's Biketoberfest, and check out Mike Maldonado's mind-melting Millennium Chopper! All this *plus* a tribute to the best tattoos of the year from our sister publications *Tattoo, Tattoo Flash,* and *Tattoo Savage*. And that's not all! We'll proudly present Rip's latest rough-ridin' tour tip, more *You Might Be a Biker* ..., a tantalizing tattooed centerfold, 3-D tank art, the latest tech tips, far-out fiction, and the most beautiful bikes and babes in the world. *Plus,* we're throwing in a special 32-page Super Softail Supplement. It's almost more entertainment than a human can handle. Miss it and miss out! *On sale August 27*





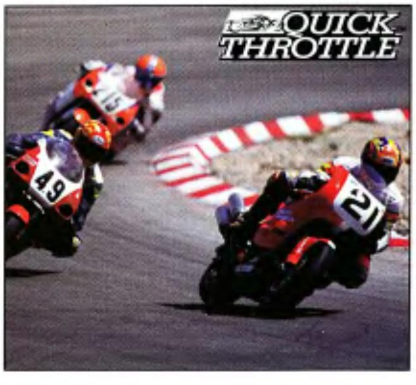
This sequined siren is calling ya to putt over to your local beer store and pick up September's *Biker*. It's a nonstop biker party with naked wenches, drunken wrenches, and lots more. *On sale now*

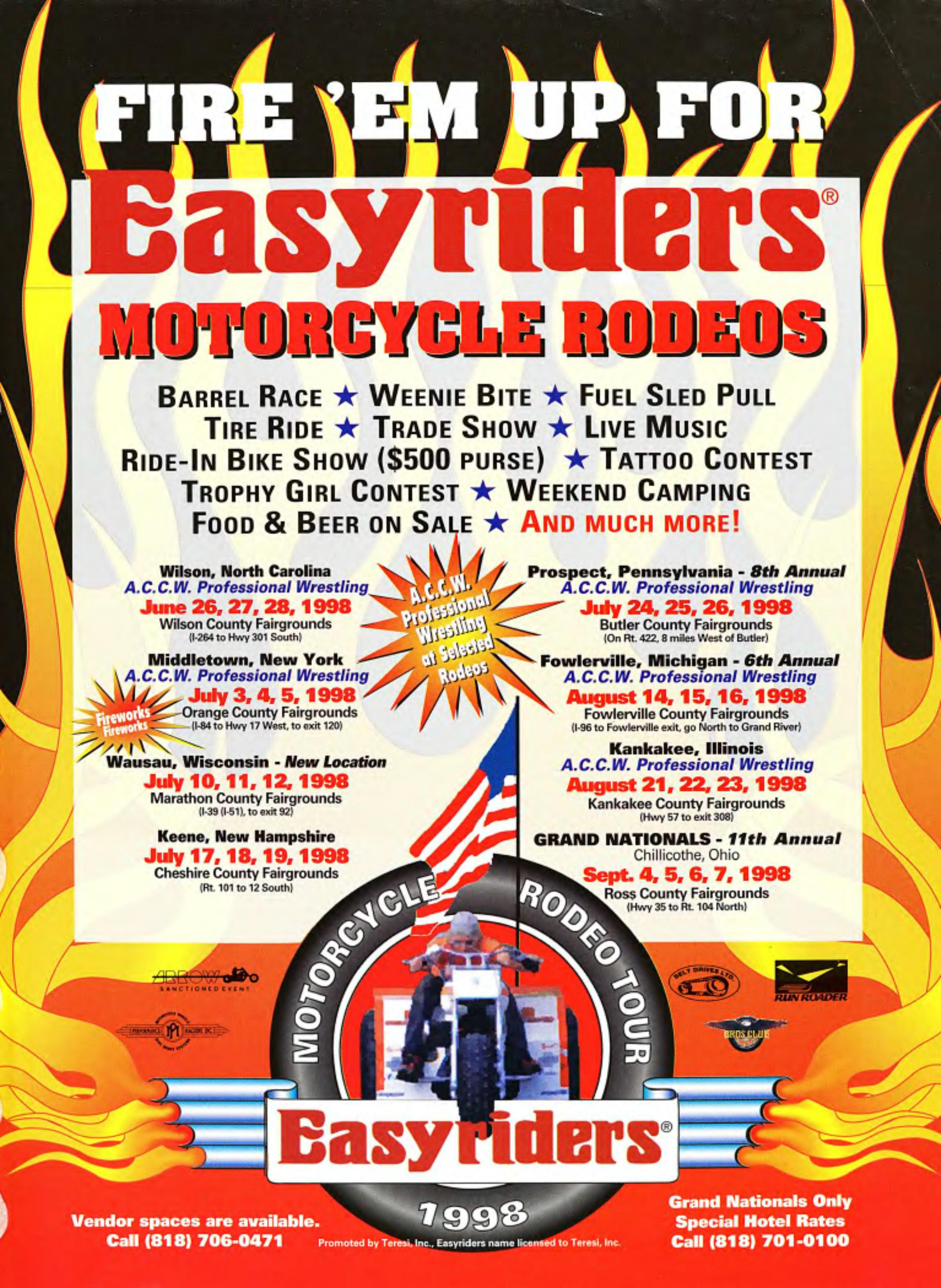


In addition to more shots of scooter folk enjoying the lifestyle than any other mag, November's *In The Wind* boasts a 32-page outsert featuring every bike show on the '97-'98 *ER* tour. *On sale August 11*

From rare classics to one-of-a-kind customs, there's no better gallery of rolling art than in the pages of *VQ*. The October issue also features a guide to the world's best bike tours. *On sale now*

Slam into November with the latest *Quick Throttle,* featuring wild Willow Springs racing action, plenty of pumped-up putts, and techs on starter relays and Edelbrock carbs. *On sale August 27*





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Middletown, New York
A.C.C.W. Professional Wrestling
July 3, 4, 5, 1998
Orange County Fairgrounds
(I-84 to Hwy 17 West, to exit 120)
Fireworks
Fireworks
Wausau, Wisconsin - New Location
July 10, 11, 12, 1998
Marathon County Fairgrounds
(I-39 (I-51), to exit 92)
Keene, New Hampshire
July 17, 18, 19, 1998
Cheshire County Fairgrounds
(Rt. 101 to 12 South)
Prospect, Pennsylvania - 8th Annual
A.C.C.W. Professional Wrestling
July 24, 25, 26, 1998
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)
Fowlerville, Michigan - 6th Annual
A.C.C.W. Professional Wrestling
August 14, 15, 16, 1998
Fowlerville County Fairgrounds
(I-96 to Fowlerville exit, go North to Grand River)
Kankakee, Illinois
A.C.C.W. Professional Wrestling
August 21, 22, 23, 1998
Kankakee County Fairgrounds
(Hwy 57 to exit 308)
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Chillicothe, Ohio
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